

How Wonderful the Patented Super-Six Principle. It is responsible for the largest selling 6-cylinder car in the world. After ten successful years, the patented Super-Six principle to-day is responsible for Hudson-Essex being the largest selling 6-cylinder car in the world. How amazing this supremacy to endure so long. Now cars, types, and designs succeed each other at breathless rate. Yet, year after year, the Hudson Super-Six with its unchanged patented principle remains the largest selling fine car in the world.

Touring \$31,600 Coach \$31,775.

Including complete special equipment.

THE DRAGON MOTOR CAR CO., LTD.

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China Mail

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Hong Kong's Only European Optician—
Established Over Forty Years
Manager—Ralph A. Cooper, M.A.O.A.
Registered Optometrist (Canada).

No. 25,626

HONG KONG, SATURDAY, JULY 30, 1927.

PRICE, \$3.00 Per Month.

STILL MISSING.

Mystery of Newspaper Correspondent.

LEFT FOR CHENGCHOW.

Last Heard Of In Hankow on July 23.

"NO NEED FOR ANXIETY," SAYS EUGENE CHEN.

It is now ascertained that Mr. Riley, the "Times" correspondent at Hankow, who has been missing a week, left for Changchow in the company of the Belgian Consul-General and the French Vice-Consul. Borodin has at last left Hankow. No definite news has been received from any of the fighting fronts. Nanking is well filled with troops. Ammunition exploded at Wuchang and killed a large number of soldiers and civilians.

FIGHTING FRONTS ALL QUIET.

Hankow, yesterday. With regard to the disappearance of the "Times" correspondent, Mr. Riley, it is learnt that he proceeded to Chengchow, on the Honan-Shansi front together with the Belgian Consul-General and the French Vice-Consul, from Hankow.

Riley has been missing since the 23rd. inst., and no word has been heard from him. Representations have been made to the responsible Chinese officials, and Eugene Chen has assured the Consul-General at Hankow that there is no need for anxiety.

Borodin and his party have left for Chengchow by train.—British Naval Wireless.

Nanking Billets.

Nanking, yesterday.

Owing to the shortage of billets, officers of the Cantonese 4th Army have been billeted in bungalows attached to the International Imports and Exports Company. There has been no looting and the behaviour of the troops on the whole is good.

Dr. C. C. Wu, Commissioner of Foreign Affairs, has the matter in hand.—British Naval Wireless.

Ammunition Explodes.

Hankow, Wednesday. Fire broke out at the ammunition dump at Wuchang last night. Over one hundred soldiers and civilians were killed and 80 very seriously wounded, chiefly as the result of explosions, while a large number of buildings, including St. Joseph's Middle School, were destroyed in the conflagration. The roar of the explosives lasted eight and a half hours. The fire brigade was helpless, having no water.—Reuter.

Pakhoi Quiet.

Pakhoi.

Pakhoi is quiet and for some months one has almost forgotten the stirring times here during the past two years. However there are rumours of the instigation of an anti-Japanese boycott here to protest the Japanese landing troops in Shantung. The local people are not much interested in the matter and the majority of the merchants are disgusted. About 80 per cent. of the goods entering the port are Japanese. One can therefore understand the reason for their disgust. Without the professional agitator there would be no boycott at all.

There is still a great deal of anti-British agitation locally as is shown by a recent handbill scattered over the city denouncing the English in no uncertain terms but this also is the work of professional agitators, the local people taking little stock in the matter. During a parade some weeks ago in Yanchow a crowd gathered in front of the American Mission and demonstrated but, other than the usual cries of down with most things and allied subjects, nothing happened.

Canton. Moderates Return.

Canton.

In compliance with the recent decision of the Central Kuomintang Committee to cancel all orders that were issued during the "Red" domain against anti-Red members of the Kuomintang Party, the Kuomintang Committee in Kwangtung has been instructed to cancel the orders for the arrest of Tse Ying-pak (better known as Y. P. Tse)

and other prominent rightist leaders of the Kuomintang. Mr. Tse and his colleagues, who were expelled from the Party recently, are being restored to membership.

Hankow Rumours. Very little light can be obtained on the subject of the military situation. Rumours of victories and defeats are so varied that it is impossible to get anywhere near the truth.

Wednesday afternoon a rumour was most persistent that General Chang Fah-wei had met with a severe defeat at the hands of General Chu Pei-teh, and that the Chiang Kai-shek faction were firmly established at Huangshikong. This was shortly afterwards followed by the rumour that General Chiang Kai-shek had retired altogether from the field and that his whereabouts were unknown.

Meanwhile as far as foreigners are concerned everything is as peaceful as it could possibly be, there is much less truculence to be met with and people pursue their vocations in peace and quietness. Great indignation, however, is felt among the foreign community at the continued presence of the guard on the Race Course Road, and the state of filth engendered by their presence.

TROOPS IN CHINA.

LABOURITE'S CARPING CRITICISM.

SALVATION OF SHANGHAI.

London, yesterday. Criticising the Government's policy in China in the House of Commons, the Labourite, Mr. G. C. Trevelyan, said that while American trade in China had risen by 80 per cent., British trade had decreased by 20 per cent. He alleged that one man in 15 of the Shanghai Defence Force had been in hospital, and that the cost of the force hitherto represented £740 per Briton protected.

Mr. O'Neill, Under Secretary for Foreign Affairs, reminded Mr. Trevelyan of what would have happened if British soldiers had not been in the path of the Kuomintang Armies and if the Expeditionary Force had not been there.

Policy Unchanged. Sir Austen Chamberlain, replying, said that British policy in China was unchanged since the declarations of December and February. Britain adhered to her policy of negotiating new treaties and conforming to the changed situation as soon as she found a government able to speak in the name of China and assume Chinese obligations. He described as anarchical the conditions in China "where Governments rise and fall, generals come up and fade away and every kind of shifting alliance and intrigue are perpetually in progress."

Referring to Mr. Trevelyan's criticism, Sir Austen Chamberlain was confident that the presence of troops in Shanghai saved it on a large scale from a recurrence of the Nanking outrages. The troops would be withdrawn as justification arose, both for reasons of economy and health. The military authorities had taken every precaution known to science to safeguard the health of the troops.—Reuter.

SAFETY AT SEA.

Auto Alarms Must Be Installed.

BOARD OF TRADE RULES.

Coastal Vessels Included In New Scheme.

London, to-day. New measures aiming at safety of life at sea, are announced by the Board of Trade. In effect one of two types of autoalarms recently produced by the Marconi Company and the Radio Communication Company must be fitted to all foreign-going ships carrying between 50 and 200 persons and coasting vessels carrying over 50 if the duration of the voyage between ports exceeds eight hours henceforth. The future "S.O.S." signal will be preceded by three long dashes which will cause the autoalarm to ring a large bell and summon the operator.—Reuter.

10,000 DROWNED.

SEVERE FLOODS IN CHANGCHOWFU.

HEAVY CROP DAMAGE.

Shanghai, To-day. The Shanghai News states that very severe floods have inundated the district of Changchowfu, so rapidly that thousands have perished. Official estimates placing the loss at 10,000 lives and the crop damage at \$5,000,000.—Reuter.

COWES REGATTA.

KING AND QUEEN ON ROYAL YACHT.

Rugby, Yesterday. The King this afternoon left Goodwood Races which he has been attending during the week as the guest of the Duke of Richmond and motored to Portsmouth Dockyard, where His Majesty boarded the Royal yacht. Shortly afterwards he was joined by the Queen, who had travelled by train from London. The Royal yacht then left for Cowes for the regatta.—British Wireless Service.

AFRICAN MEDAL.

HONOUR FOR SIR R. ROSS.

Rugby, Yesterday. The fifth Gold Medal of the African Society, instituted for those who have done the best work for Africa, has been awarded to Sir Ronald Ross, Director-in-Chief of the Ross Institute and Hospital for Tropical Diseases at Putney.—British Wireless Service.

TRANSPORT RIVALRY.

RAILWAYS TO WORK ROAD SERVICES.

Rugby, Yesterday. That the railway companies are feeling the competition of road motor services is shown by an announcement that they are considering the question of applying to Parliament for general powers to operate such road services themselves. They have at present powers only to operate road motor services in specific cases in conjunction with their railway services.—British Wireless Service.

POLICE RESERVE.

INDIAN APPOINTMENTS.

A "Gazette" notice states that Bishan Singh has been appointed honorary Commissioner of Police (Reserve) and Sirdar Khan assistant Superintendent of Police (Reserve), the latter to be in command of the Indian Company, H.K. Police Reserve.

WEATHER FORECAST.

South winds, moderate; overcast, occasional rain. Is the local weather forecast for the twenty-four hours ending at noon to-morrow.

C. N. CO. STRIKE.

Conference in Shanghai To-day.

GUILDS & CO. MEET.

First Parley Since The Strike Began.

Whether or not the rumours are correct regarding alleged receipt of instructions by the China Navigation Company to submit the dispute with their officers to arbitration, it is significant that the two parties met to-day.

OUR \$50 PRIZE.

Reminder to Cross-Word Puzzle Competitors.

The thirteenth cross-word puzzle of the "China Mail's" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The fourteenth puzzle of the new series will be published on Monday.

Significant meeting between the Guilds and the Company is taking place in Shanghai at 11 a.m. to-day.

Although there have doubtless been unofficial parleys previously, this is the first round-table conference called since the beginning of the strike just over a month ago. The result of the conference will not be known in Hong Kong until later in the day.

"REDS" IN FRANCE.

POLITE WARNING TO SOVIET.

BREAK-AWAY CALLED FOR.

Paris, Yesterday. The report that the French Ambassador's first act on his return to Moscow was to warn M. Chicherin that the Bolshevik propaganda in France was becoming intolerable, has started a controversy in the newspapers asking whether the Ambassador's representations were mere words or a prelude to action in the event of the Soviet not mending their ways. Conservative organs renew the demand for a rupture of negotiations but are not sanguine what such a course will be followed owing to the Leftist influence within the Cabinet.—Reuter.

LAKE TRAGEDY.

EXCURSION BOATS TURN TURTLE.

CAPTAIN AND CREW HELD.

Chicago, Yesterday. Two excursion boats have capsized and sank in Lake Michigan. Several persons were drowned, the majority being children.

So far 27 bodies have been recovered from Lake Michigan. It is estimated that nearly 40 have perished, mostly women and children.

The captain and crew of an excursion boat have been arrested.—Reuter's American Service.

WORLD CHESS.

HUNGARY WINS BIG TOURNEY.

London, To-day. A formidable battle of brains is proceeding for a fortnight at Westminster in the International Chess Congress, to which 16 European and South American countries have sent powerful teams.

Hungary was first with 40 points; Denmark second with 38½; Britain third with 36½; and Holland fourth with 35. A feature was the sideline women's tournament for a new woman's championship of the world. It was won by the twenty-one year old Vera Menchik, a Czechoslovak resident in England, who scored 10½ out of a possible eleven.—Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand to-day was 1/11 15/16

HILL SIXTY.

Famous Battlefield As Relic.

GIFT TO THE NATION.

Brewery Firm's Offer Accepted By Government.

Rugby, yesterday. Sir Laming Worthington Evans, Secretary for War, has written to Mr. Calder, Director of the Burton Brewery firm, accepting his offer to the nation as a free gift of Hill Sixty, the scene during the war of the most desperate fighting in the Ypres Sector. The War Secretary stated that he had asked the Imperial War Graves Commission to take over the land and maintain it.

Sir Fabian Ware, Vice-chairman of the War Graves Commission, interviewed, said that when the transfer is effected he will immediately consider how the hill can best be preserved.—British Wireless Service.

FLOODS IN INDIA.

DAMAGE ESTIMATED AT OVER £50,000.

Ahmedabad, yesterday.

The downpour of the past six days shows no signs of intermission but the high wind is destroying still more houses, 1,855 of which have hitherto collapsed. The damage is estimated as amounting to over £50,000.

The river has risen 18 feet. Six deaths have been reported, so far.—Reuter.

Rains Stopped.

Bombay, yesterday. There is more reassuring news from the Gujarat flood areas. Rain is holding off. Communications are still disorganised. The mail train passengers have been rescued and taken to Delhi.—Reuter.

BIG FLIGHT PRIZE.

PARIS TO CLEVELAND U.S.A.

Cleveland, Ohio, yesterday. A \$30,000 prize has been offered for the first flight hither from Paris between August 6 and August 28, namely, during the Cleveland Industrial Exhibition.—Reuter's American Service.

AMERICAN COTTON.

RE-DISCOUNT RATE REDUCED.

Kansas City, Yesterday. The re-discount rate has been reduced from 4 to 3½ per cent. for the duration of the crop movement.—Reuter's American Service.

HORATIO BOTTOMLEY.

RELEASED AFTER SERVING SENTENCE.

London, yesterday. Horatio Bottomley has been released, on the expiry of his sentence.—Reuter.

SHOT THROUGH HEART.

GUATEMALAN MINISTER TO U.S.

Washington, yesterday. Mr. Francis Colatur, the Guatemalan Minister, was found at midnight in his study in the Legation shot through the heart. He was taken to hospital in a critical condition.—Reuter's American Service.

Messrs. Whiteaway announced that their annual season sale will commence on Tuesday next. This is an always welcome event, there being no heavy "marking down" as a temptation to buy. "Dollar bargains" will be featured in all departments.

AFTER GENEVA?

America Making Naval Plans.

MORE HEAVY TYPE VESSELS.

Optimism in British Official Circles.

GRADUAL DISARMAMENT CONSIDERED PROBABLE.

There is a strong feeling in America that the Geneva Naval Armament Limitation Conference is going to end in failure.

In London, however, there is a feeling of optimism. Sir Austen Chamberlain thinks that this first conference may prove the forerunner of many paving the way for gradual disarmament.

In the meanwhile, the American naval experts are formulating their own proposals regarding future building operations, and may want to increase the number of very heavy men-of-war already scheduled for construction.

There is more than one indication that the other Power concerned, Japan, may attempt to act as mediator between the United States and Great Britain.

JAPAN MAY ACT AS MEDIATOR.

Geneva, yesterday.

The future American naval programme is already being anxiously discussed in the light of the possible failure of the Geneva Conference. Administration officials anticipate the failure of the conference to confer a powerful weapon on the "big navies." Congress is leading the efforts of individual Congressmen towards the establishment of a programme of cruiser construction on the basis of competitive building against the British plans. On the other hand, officials do not believe the President will approve a programme aimed at the British fleet, but a draft programme framed purely for American needs, which, according to present indications, might include 10 or 12 10,000-ton vessels in addition to the eight already authorised.

It is pointed out that Britain has already built or is constructing 19 such vessels. Finally, should the Geneva meeting end in a friendly agreement to disagree, the naval position will remain exactly as it was before the Conference.—Reuter.

London Hopeful.

Rugby, yesterday. Authoritative circles in London are not without hope that the new proposals advanced by the British delegation at the Geneva Naval Limitation Conference may afford the basis of an agreement between the three Powers concerned.

The British Ministers have kept in close touch with the situation throughout the day. Late this afternoon a meeting of the Cabinet was called to reconsider the position in the light of the proposals.—British Wireless Service.

American Objections.

Washington, to-day.

The British proposals at Geneva, have been examined by the State Department. Messrs. Kellogg and Wilbur, Admiral Eberle and other naval experts expect the conference to progress subject to specific American objections. No official statement has been issued but some officials conclude that the proposals involve the United States constructing 400,000 tons in addition to the cruiser programme already authorised.—Reuter's American Service.

Gradual Disarmament.

London, Yesterday.

Speaking in the House of Commons, shortly before the news of the Naval deadlock at Geneva had been received, Sir Austen Chamberlain emphasised that the last thing he was willing to contemplate was failure to reach an agreement or that the friendliest attitude had been preserved throughout, and no unfriendly word had been spoken here or at Geneva and no hostile thought expressed.

Sir Austen quoted a statement by Mr. French, chairman of the House of Representatives Naval Committee, as an exposition of the British case. Sir Austen Chamberlain said he thought we must look forward to gradual disarmament at a series of conferences rather than to a great dramatic change at a single conference. The British Government thought that delegates with new instructions ought to provide a basis of agreement ac-

ceptable to the United States and Japan.

American Hopes. New York, Yesterday. While the newspapers during the past few days have been filled with pessimistic headlines regarding the probable outcome of the Geneva Conference, this morning's leaders hope the situation may yet be saved by a mutual spirit of give and take.

The "New York World" urges President Coolidge to seize the opportunity offered by Mr. Baldwin's visit to Canada to try to reach a personal understanding.

Japan As Mediator.

Geneva, Yesterday. There is reason to believe that Japan will mediate with a view to an Anglo-American agreement.—Reuter.

LORD OXFORD'S GIFT.

STATEMENT BY EARL OF READING.

FIRST OF SUBSCRIBERS.

London, yesterday.

The proposed presentation to Lord Oxford is the subject of a formal statement by Lord Reading declaring it should have been a purely private affair, but as various accounts had been published in the newspapers, a statement ought to be made by him, who mainly had charge of the matter.

He says that a few of Lord Oxford's friends and political admirers, irrespective of party, had decided to offer a gift to indicate their appreciation of his great public services and desired to secure a capital sum and an annuity.

Lord Oxford having expressed his willingness to accept this spontaneous tribute, a limited number of persons were approached and responded promptly. They expressed their gratification at the privilege afforded them. Others learned of the movement and independently expressed a desire to participate. The following contributed:—Lords Aberconway, Beauchamp, Beaverbrook, Cowdray, Derby, Devonport, Inchcape, Lincolnshire, Reading, Shuttleworth, Gladstone, the Hon. Peter Larkin, Mr. James De Rothschild, Mr. Bernhard Baron, Sir Abo Bailey, Sir Alfred Mond and Sir John Simon.—Reuter.

CIVIC ENTERPRISE.

IMPROVED TRANSPORT FOR NEW YORK.

New York, yesterday. The City Board estimates have authorised \$150,000,000 for construction of underground railways and a new city omnibus system.—Reuter's American Service.

HOME PARLIAMENT.

ADJOURNMENT UNTIL DECEMBER 8.

London, yesterday. Parliament has adjourned until December 8.

Phone C.22
FOR
CLASSIFIED
ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

TO LET.

TO LET.—Five-Roomed HOUSE, No. 49, in Granville Road, Kowloon, with flush system and all modern conveniences. Apply to:—Spanish Dominican Procuration.

FOR SALE.

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVIVORS.

Public Auctions.

THE undersigned have received instructions from the Executor of the Estate of the late Mrs. M. J. D. Stephens, to sell by Public Auction

ON
THURSDAY & FRIDAY,
the 31st & 1st August, 1927,
commencing each day at 11 a.m.
with an interval from 1 p.m.
to 2.30 p.m.

The Whole of Her Valuable Household Furniture, Blackwood Ware, Collection of Pictures, Curios, etc., etc.

comprising:
Teak Hatstand with Bevelled Mirror, Drawing Room Suite, Chesterfield Couch and Chairs, Overmantel, Oil Paintings, Old Japanese Prints, Bronze and Brass Ware, Lacquered Cabinets, Lacquered ware, Barometer, Ornaments, Curios, Cloisonne Ware, Curtains, Carpets, Rugs, etc., etc.

Teak Extension Dining Table, Teak Sideboard, Dinner Wagon, Cabinets, Cut Glass, Silver Ware, Cutlery, Crockery, Teak Desk, Chairs, Electric Fittings, Ceiling and Table Fans, Filter, Teak Ice Chests, Table Clock, etc., etc.

Very Fine Carved Blackwood Ware, Porcelain Panelled Screens, Corian Cabinet with Brass Clasp, Mother of Pearl Inlaid Curio Cabinets, Old Chinese Hall Lanterns, etc., etc.

ALSO
Old English Clocks by G. H. Borral and John Moore & Sons, London.
One Old Grand Father Clock
One Safe by Milners

AND
One Safe by Herring Hall Marvin
AND
One Piano Pinnola by John Broadwood & Sons with lot of Music Rolls

AND
A Large Quantity of Maiden Hair Fern and Plants in Pots.

Catalogues will be issued.
On View from Monday, the 1st of August, 1927.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers
Hong Kong, 19th July, 1927.

X PUBLISHED ANNUALLY X

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DEALERS SEEKING AGENCIES can be printed at a cost of \$1.10s. 0d. for each trade heading under which they are inserted. Larger advertisements at \$10 per page.

The directory is invaluable to everyone interested in overseas commerce, and a copy will be sent by parcel post for £2, net cash with order.

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NOTICE.

BANK HOLIDAYS.

IN accordance with Ordinance No. 7 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 1st of August.
Dated 28th July, 1927.

A. S. WATSON & CO., LIMITED.

NOTICE.

ON MONDAY, the 1st August, 1927, all Departments will be CLOSED.

The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD.
Hong Kong, 28th July, 1927.

NOTICE OF REMOVAL.

WE are moving our Office Premises as and from 1st August, 1927 to Prince's Building, ground floor, Ice House Street (next Alexandra Cafe).

CALDBECK MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinance of Hong Kong).
Hong Kong, 13th July, 1927.

THE KOWLOON MOTOR BUS CO., LTD.

IT IS HEREBY NOTIFIED that the following persons have been appointed to hold office as from January 1st, 1927:—

LOUIE WAI-SUN,
Managing Director.

LOUIE LEUNG,
Treasurer.

LAM MING-FAN,
Secretary.

L. G. CHONG,
Manager.

No PURCHASE contracts can be recognised by this Company unless signed by at least two of its Directors.

All communications to be addressed to the Secretary.
By Order of the Board of Directors.
LAM MING-FAN,
Secretary.

Hong Kong, 18th July, 1927.

HONG KONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of 60 cents per share has been declared payable on TUESDAY, 23rd AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from TUESDAY, 9th AUGUST to MONDAY, 22nd AUGUST, 1927, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 29th July, 1927.

FAMOUS ECZEMA REMEDY.

FOR EXTERNAL USE ONLY.

Thousands praised this wonderful remedy. It cures Eczema, Itch, and all skin diseases. A little of it will cure you. It is the best remedy for Eczema, Itch, and all skin diseases. No matter how long standing, it is a trial.

Generous Jar only \$2.00.
On Sale at:
No. 40 Queen's Road, C., Hong Kong.

PRELIMINARY NOTICE.

BY ORDER OF THE OWNER.

PUBLIC AUCTION of the under-mentioned Valuable Properties Situate in the New Territories in the Colony of Hong Kong. New Kowloon Inland Lot No. 53 on which is situated the Tai Wan Glass Factory.

This Lot is situate at Kowloon Bay.
A Fish Pond situate at New Kowloon Inland Lot No. 8 in the New Territories.
Lot Nos. 5908 and 5918 in Survey District 1 in the New Territories (Agricultural Lots)

to be sold by
PUBLIC AUCTION
on
THURSDAY, the 15th Sept., 1927,
at 3 o'clock, p.m.

IN FOUR LOTS
by Messrs. LAMMERT BROS.,
Auctioneers,
at their Sales Room,
8, Duddell Street, Hong Kong.

For further particulars and Conditions of Sale apply to:—
Messrs. HASTINGS, DENNY & BOWLEY,
Vendor's Solicitors,
8, Des Vaux Road Central,
or to
Messrs. LAMMERT BROS.,
The Auctioneers,
No. 8, Duddell Street,
Hong Kong, 28th July, 1927.



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AT THE ICE CREAM KIOSK

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THEATRE ROYAL.

A STROK

Presents

BENNO
MOISEVITSCH

SATURDAY, August 6th.

9.15.

Varied Programme.

MONDAY, August 8th.

9.15.

Chopin Recital.

Booking Now Open at Moutrie's

Prices: \$3, \$2 & \$1.



LAVOL

Does it seem to you that you can't stand another minute of that awful burning Itch? That it must be cooled? That you must have relief? Get a bottle of this Lavol wash, and just sponge it over the affected part. The very first drop stops that awful burning instantly! The first drop soothes and heals! The first drop gives you a feeling of comfort that you have not enjoyed for months, or perhaps years. At all good chemists' shops; druggists; etc. Dashed with water.

MULLER & PHIPPS,
5, Queen's Road, Hong Kong.

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WESTOVER — STEVENAGE
Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

MARTIN'S PILLS
ADOL & STEEL
Have a special for all Female complaints. Every lady should keep a box in the house. Camels and Steels sell them throughout the world. Proprietors: Martin, Camels, London, England.

MONDAY, AUGUST 8th.

at 9.30 p.m.

LEO PODOLSKY

Famous Pianist

AND

VERA MIROVA

Premiere Danseuse

ONE CONCERT ONLY.

BOOKING AT MOUTRIE'S.

Prices \$3, \$2 & \$1.

QUEEN'S THEATRE.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

Bune, from Hankow.
Elschainto, from Goteborg.
Covslav (2), from Kobe.
Chiot List, from Paris.
Perryburns, from Yokohama.
Miss Sarah W. Hendrie Forbes, from Detroit Michigan.
Elsie Frazee, from New York.

E. V. JESSEN,
Superintendent.
Hong Kong Station, 28th July, 1927.

EASTERN EXTENSION

AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in F. E. Telegraph Office, Hong Kong.

Goldthrush, from Macao.
Ferozedin Contractor, from Comorian-Malakwal.
Tamcast, from Los Angeles Cal.
Barbadian, from Singapore.

E. A. LEGGATT,
Superintendent.
Hong Kong, 28th July, 1927.

WINDFALL FOR CROWN.

VALUABLE CITY PROPERTY OWNERLESS.

An ancient court, the sittings of which are extremely rare, was held at the Guildhall, London, when a Special Commission of Escheat, set up by the Crown, under the authority of the Wafer-Great Seal, sat with a jury of 12 men to decide the ownership of a City property.

The property in question is a quarter of an acre of land on which part of the famous Barbican Repository stands. The last owner was a Brighton woman, Mrs. Cecelia Lucy Stollery, who was claimed to have died intestate.

Mr. H. J. Howland, of the Treasury Solicitor's Department, appeared for the Crown, and informed the court that no known relatives could be found as legal claimants to the property, the present value of which was about £700, a year.

The property originally belonged to Mr. Richard Stollery, for some time a member of the Court of Common Council. He gave it to his wife by deed and she made a will in his favour. Mr. Stollery predeceased his wife, who was childless, and she had made no further will. Under these circumstances he asked that the property should become escheat to the Crown, the Treasury having collected the rent since her death, in December 1921.

The jury found for the Crown. A similar court has not been held in London for more than 30 years.

LAW AND ORDER.

Earl Haig, addressing the annual conference of the British Legion, which was attended by delegates from all over the Empire, emphasized that members must endeavour to plant their ideals of comradeship and service in the industrial world, thereby killing the mutual distrust engendered by last year's strikes, which had severely tested the Legion's strength and existence.

It had, he said, emerged from the struggle with its good name enhanced by the impartiality of the Legion's support of law and order, which undoubtedly had attempted revolution.

Earl Haig also referred to the experiment of training twenty members in agriculture, while the Legion maintained their families. So far the scheme has resulted in 100 migrants to Canada. If it was successful it would be renewed on a larger scale.

TOO LATE THEN TO HUNT.
No time to hunt for a doctor or drug store when suddenly seized with agonizing intestinal cramps, deadly nausea and prostrating diarrhoea. Chamberlain's Colic and Diarrhoea Remedy gives instant warmth, comfort and ease from pain. For sale everywhere.

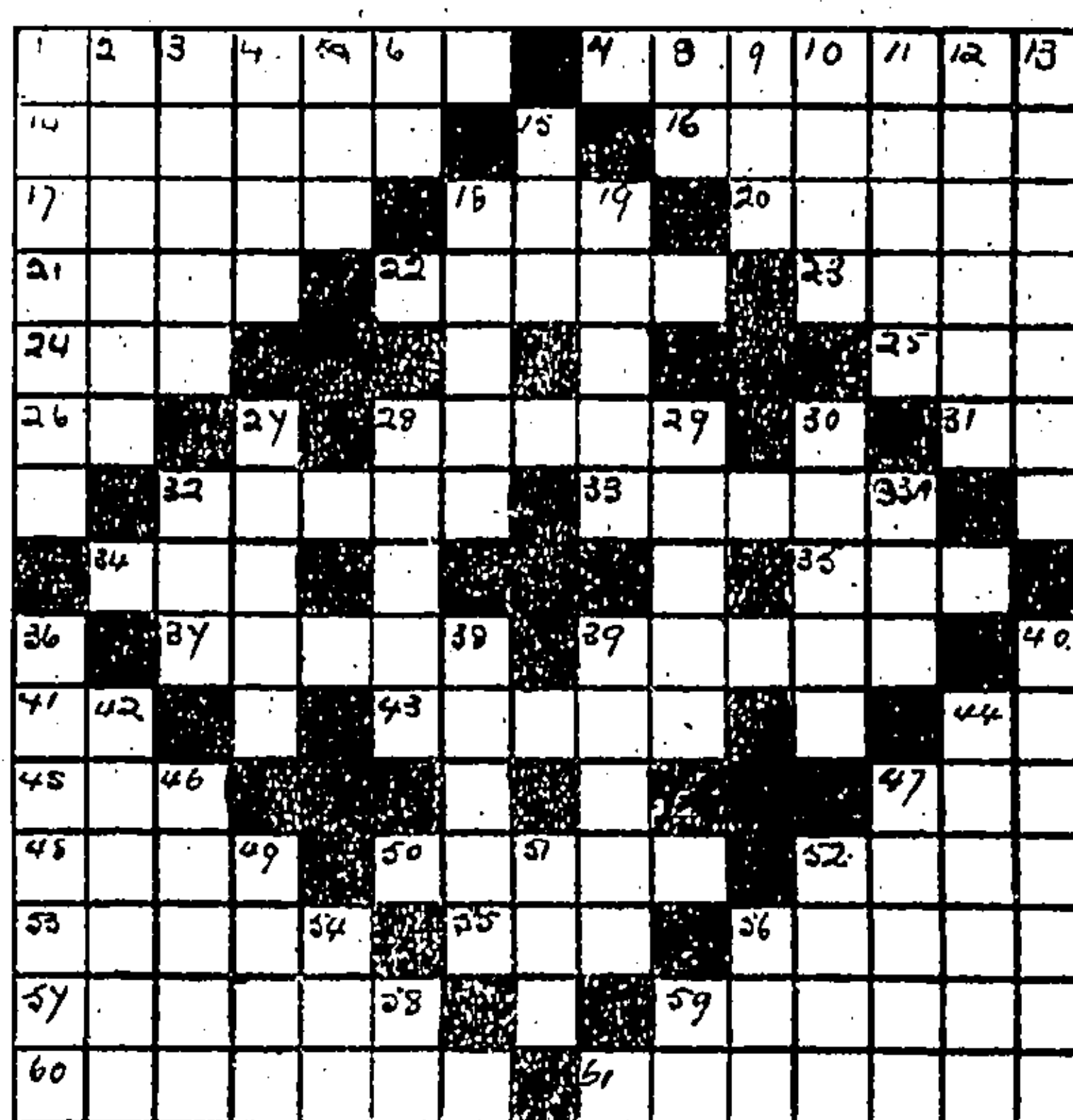
"CHINA MAIL" CROSS-WORD PUZZLE.

[SECOND SERIES.]

NO. 13—\$50 MUST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

1. The PRIZES in this competition are AWARDED STRICTLY on MERIT.
2. Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
3. An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
4. No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
5. Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
6. No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
7. The prize of \$50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the \$50 will be divided. No competitor may win more than one share of the prize in each competition.
8. The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
9. The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into Correspondence regarding the Competition.
10. Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
11. Coupons will be kept for four days after the results of the competition have been published.
12. All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Offices, No. 5, Wyndham Street, Hong Kong.
13. No member of the staff of the "China Mail" will be allowed to compete.
14. Solutions are held under sealed cover and in no way will be opened until the close of the competition.



To "China Mail" Cross-words,"

c/o "China Mail" Offices,

No. 5, Wyndham Street, Hong Kong.

DEAR SIR,

I agree to abide by your rules, and I enclose.....

for.....solution (s) which are attached.

Name.....

Address.....

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, AUGUST 1.

[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

Across.

1. Craft.
2. Emerging.
3. A genus of leguminous trees and shrubs, usually with thorns and alternate leaves.
4. Pertaining to trap-rock.
5. Harmony of language.
6. Precedence.
7. A beautiful flowering tree of China.
8. Edge of the roof of a building.
9. The mangle.
10. R. T. E. (Actual).
11. Censure.
12. A particle often prefixed to Anglo-Saxon verbs.
13. A nocturnal lizard.
14. Tree found in Pacific islands.
15. An imaginary evil being supposed to prey upon human bodies.
16. In good season.
17. Sorrow.
18. A simoleon.
19. A bore.
20. Pierced with a sting.
21. Squirrel's nest (plural).
22. Compass point (abb.).
23. Non-commissioned officer (abb.).
24. Armed hostility.
25. Artifice.
26. A tessol.
27. To make a whirling noise.
28. Fabled giant of ancient mythology.
29. To provoke.
30. A genus of palms.
31. Abundance.
32. An ornament worn as a remedy or preservative against evils or mischief.
33. Earnest.
34. To roll.

Down.

1. An unimportant or superfluous word.
2. An agate.
3. Ingenuous.
4. U.C.M.E. (Actual).
5. Plant closely allied to wheat.
6. A Gothic prefix.
7. C. T. (Actual).
8. Arid.
9. To cry out like a child.
10. To part asunder.
11. I. P. A. C. A. T. (Actual).
12. A congregation.
13. A species of sapajou.
14. One of the faces of a hewn stone.
15. To become extinct.
16. A hut or small cottage.
17. To shelter.
18. Kilns for drying hops or malt.
19. A prairie.
20. A rogue.
21. An ago.
22. A gregarious aquatic animal.
23. To draw conclusions.
24. Surely.
25. Notched on the edge.
26. To write, engrave, or mark upon.
27. The ninth or outer joint of the wing of a bird.
28. A carnivorous animal of the genus Lutra.
29. To handle.
30. A long unbordered scarf of gauze or silk.
31. A barrier.
32. A river or small stream.
33. N. T. O. (Actual).
34. A. M. U. (Actual).
35. Nephrite or jade.
36. A. R. (Actual).

Competitors are reminded that the prize is to be awarded for the correct solution, or if nobody succeeds in getting the correct solution, for the NEAREST correct solution. Therefore, even if you have not done the cross-word puzzle in full, send in what you have done—it may prove to be the nearest correct solution.

DODWELL & COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
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SEA AND DANUBE PORTS.
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BRINDISI, VENICE & TRIESTE .. \$72.10.0.
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M.V. "ESQUILINO" .. Sails on or about 15th Sept.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "REMO" .. Sails on or about 23rd Aug.
S.S. "FIUME-L" .. Sails on or about 20th Sept.
M.V. "ESQUILINO" .. Sails on or about 18th Oct.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU .. Friday, 12th Aug., at Noon.
TENYO MARU .. Monday, 22nd August, at Noon.
KOREA MARU .. Tuesday, 6th Sept.
* Calls Los Angeles, omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.
KITANO MARU .. Saturday, 13th August, at 11 a.m.
HARUNA MARU .. Saturday, 27th August.
KAMO MARU .. Saturday, 10th Sept.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU .. Wednesday, 24th Aug., at 11 a.m.
TANGO MARU .. Wednesday, 21st September.

BOMBAY via SINGAPORE & COLOMBO.
SEIYO MARU .. Tuesday, 15th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINO MARU .. Saturday, 20th August, at Noon.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU .. Wednesday, 10th August.

NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU .. Thursday, 18th August.

CALCUTTA MARU .. Thursday, 25th August.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LYONS MARU .. Friday, 8th August.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
PENANG MARU .. Monday, 1st August.

TOTTORI MARU .. Monday, 8th August.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU .. Friday, 19th August.

SHANGHAI, KOBE & YOKOHAMA.
TORUSHIMA MARU .. Thursday, 4th August.

KATORI MARU .. Monday, 8th August.

AKITA MARU .. Thursday, 11th August.

LIMA MARU .. Thursday, 18th August.

ATSUTA MARU .. Tuesday, 23rd August.

For further information apply to—NIPPON YUSEN KAISHA.
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M.M. MESSAGERIES MARITIMES

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Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
S.S. "YANG TSE" .. 6th August.

S.S. "YALOU" due to arrive from DUNKIRK, LONDON,
HAVRE about the 26th July.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
PAUL LECAT .. A	—	—	2nd Aug.
AMAZONE .. B	—	—	10th Aug.
CHEVAL .. A	1st July	2nd August	30th Aug.
ATHUS .. A	20th July	30th August	7th Sept.
DARTAGNAN .. A	12th August	13th Sept.	11th Oct.
PORTHUS .. A	26th August	27th Sept.	15th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class 1st Class .. \$99. 00. 0d. B Class 1st Class .. \$85. 00. 0d.
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SHIPPING SECTION.

WITHOUT A RUDDER.

STEAMER WALLOWS IN HEAVY SEAS.

EXPERIENCES ON THE PROTEUS.

Brisbane, June 17.
With a broken rudder, battered and rusty blades, a great gap in her starboard bow and her starboard rail torn from the deck for a distance of 20ft., the Norwegian steamer "Proteus" was towed up the river to Pinkemba Wharf this afternoon.

On arrival officers told a story of persistent and heroic efforts under terrible difficulties to rig the jury rudder, that steering might be kept up, but all efforts were unavailing. Captain Oakland gave an emphatic denial to the statement that there had been any trouble with the Chinese crew during the time the vessel was helpless. The "Proteus", of 1,678 tons, left Port Kembla on May 30 for New Caledonia. She was manned by 28 Chinese coolies.

Mr. Larsen, first officer, told the story of the happenings during the ten days when the vessel wallowed in the seas awaiting rescue. When 275 miles from Noumea they ran into rough weather and the rudder stem snapped and the vessel immediately became uncontrollable. Owing to the heavy seas running at the time repairs were impossible. That night the weather grew worse and the vessel at times wallowed perilously in the waves. Next day they decided to ration the water supply but there was never any real shortage of water and when berthed there were still 13 inches in the tanks. On Sunday afternoon an attempt was made to rig the jury rudder.

There was no timber on board so the starboard boat-deck was pulled down and timber bolted together to make a rudder. This was fitted with great difficulty and at considerable risk in the rough seas that were still running, but again the ship refused to answer. Finally, on June 10, an attempt was made to attach chains to the old rudder and by carrying these round the side of the ship to steer by this means, but owing to the heavy sea running it was impossible to fasten the chains sufficiently low down on the rudder to give proper control, and this attempt ended in failure.

Towards Australia.
In the meantime the "Proteus" had been drifting steadily towards

the Australian coast. The engines were kept going to keep the ship steady but she was just allowed to drift. On June 13 the "Crosskeys," a United States steamer, was sighted and by night fall a line had been got on board the "Proteus." When the "Crosskeys" started to pull, however, the strain was so great that it tore the "puller" to which the line was attached from its fastenings. At the same time the "Proteus" swung round into the wind and a steel hawser ripped through the eye in the starboard bow, tore a great jagged rent through the solid steel plates of the vessel's side, levelled the starboard rail for the whole length of the forecastle and dragged the starboard rigging from its fastenings on the deck. Next morning another line was put aboard and the tow to Brisbane began. The vessels arrived off Cape Moreton late on Thursday afternoon.

The troubles of the "Proteus" were not yet over, however. The vessels stopped to allow the pilot on board and when the "Crosskeys" started again the sudden wrench smashed the forward winch of the "Proteus." The tug "Forceful" took her in hand at Cape Moreton but owing to the rough state of the bay it was deemed advisable to secure another tug, and the "Coringa" was sent down early this morning. The two tugs, one on each side, started to take her in. The seas were too rough for this method of travel and the "Proteus" still bears on her plates several deep dints made by bumping against the tugs in rough seas. The "Forceful" again took the vessel in tow and with the other tug in attendance the bay was crossed and the vessel safely berthed at Pinkemba.

The "Proteus" will possibly be a fortnight in port undergoing repairs, and she will then continue her voyage to New Caledonia.

DOLLAR LINE MOVEMENTS.

The Dollar Line steamer s.s. "President Polk" (round the world) sail from Shanghai yesterday and will arrive in Hong Kong on Monday morning, August 1. This steamer will continue on her journey around the world on Tuesday morning at 8 o'clock, at which time she will sail for New York calling at Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles and Boston. From New York the s.s. "President Polk" will sail for the Orient again, making the following regular calls: Port of Los Angeles, San Francisco, Honolulu, Kobe, Shanghai and Hong Kong.

The American Mail Line s.s. "President Madison" sailed from Manila yesterday and will arrive in Hong Kong to-morrow morning. She will sail for San Francisco via Shanghai, Kobe, Yokohama and Honolulu on Monday, August 1, at 10 p.m.

The Dollar Steamship Line s.s. "President Pierce" arrived at Shanghai yesterday. The s.s. "President Pierce" is scheduled to sail from Shanghai to-day and will arrive in Hong Kong on Monday morning, August 1. She will sail for Manila on Tuesday, August 2, at 6 p.m.

CARDIFF DOCK.

OWNERS' PLEA FOR CONCESSION.

DEPUTATION TO G.W.R.

London.—A matter of much importance to the shipping community of the Custom port of Cardiff was discussed by Sir Felix Pole, general manager of the Great Western Railway Company, and representatives of the Cardiff and Bristol Channel Shipowners' Association in London. Sir Felix, when he received the deputation, was accompanied by Mr. C. S. Page, chief docks manager, while the association was represented by Mr. J. W. Duncan, Mr. J. Leighton Seager, and Mr. W. R. Hawkins.

The question at issue was the payment of single tonnage rate for vessels changing docks. Nearly two years ago the Great Western Railway Company decided that vessels changing docks within the Custom port of Cardiff (including Cardiff, Penarth, and Barry) should be subject to one tonnage rate only, plus a docking fee. Prior to this arrangement coming into effect vessels were obliged to pay their dues at each of the docks, although they might simply have moved from the one to the other for loading or discharging purposes. When it was made this concession was greatly appreciated by Cardiff and the immediate district, but some difficulty arose at other ports, with the result that the Great Western Railway gave notice for the termination of the arrangement. The six months' notice served expired some time ago, and the deputation, during the course of the interview, expressed the hope that the company would be able to restore the concession. A friendly discussion took place, and the conversation was adjourned, and will be resumed at a later date to be arranged.

WARSHIPS IN PORT.

The following warships are in port:—North Wall Basin, Delhi; South Wall Basin, Wild Swan and Nessus; East Wall Basin, Suba L16 and L19; In Dock, Moorhen and Fortol; Talook, Dock, Foxglove; Kowloon Dock, Sterling; Buoy 6, Emerald; Buoy 7, Dawnless; Buoy 10, Uj (Japanese); Buoy 12, Vigilante (French); Buoy 18, Ruthenia; Buoy 25, Khark; other foreign men-o-war, U.S.S. Helena and U.S.S. Ashville.

LYING INSHORE.

Twelve junk mattresses were charged at the Marine Court this morning with lying inshore during dark hours at Wing Lok street yesterday. In fining them \$10 each or ten days' hard labour in default, His Worship Lieut.-Comdr. G. F. Hole, R.N., indicated that he was determined to stop the practice and would increase the fines to \$15 if more cases were brought in the near future.

The cruiser Conquest and the First Submarine Flotilla of the Atlantic Fleet has left Portsmouth to join the Fleet at Gibraltar. Included in the flotilla is Submarine XI, which now joins the Fleet for the first time on the conclusion of a long series of trial.

EVERY USER IS A FRIEND.
The personal recommendations of people who have been cured by Chamberlain's Cough Remedy, have done more than all else to increase the sale and use of this preparation, until there are now more bottles of it sold each year than of any other cough medicine. It is for sale everywhere.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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S.S. "CITY OF GLASGOW" .. Havre, L'don, R'dam & H'burg. 14th August.

S.S. "KABINGA" .. Havre, L'don, R'dam & H'burg. 23th August.

AUSTRALIA .. AUSTRAL-INDIES LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger Bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

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S.S. "CITY OF BEDFORD" .. via Suez Canal 9th August

S.S. "CITY OF NORWICH" .. via Suez Canal 11th September

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Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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SAILINGS 1927.

STEAMERS	H'Kong	Sh'hai	Kobe	Y'ama	V'ers
Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPRESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPRESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPRESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPRESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPRESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22

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Aug. 9	Aug. 11	Aug. 20	Aug. 22
Aug. 30	Sept. 1	Sept. 10	Sept. 12

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LONDON, HAMBURG, ROTTERDAM & ANTWERP.—Via Singapore, Colombo, Suez and Port Said.

ATLAS MARU .. Wednesday, 10th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES.—Via Saigon, Singapore, Colombo, Durban & Cape Town.

MONTEVIDEO MARU .. Tuesday, 22nd August.

BOMBAY.—Via Singapore and Colombo.

HONOLULU MARU .. Wednesday, 3rd August.

(calling at Karachi).

CELEBES MARU (calls at Penang). Friday, 19th August.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOBASA.—Via Singapore and Colombo.

CANADA MARU .. Sunday, 31st July.

MEXICO MARU .. Wednesday, 31st August.

CALCUTTA.—Via Singapore and Rangoon.

TACOMA MARU .. Thursday, 25th August.

BANGKOK.—Via Saigon.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.

ARIZONA MARU .. Thursday, 18th August.

HAIPHONG.—Via HOIHOW & PARKOL.

MENADO MARU .. Tuesday, 2nd August.

TAIKWA MARU .. Tuesday, 15th August.

NEW YORK.—Via Japan ports, San Francisco and Panama.

HAVRE MARU .. Friday, 29th July.

JAPAN PORTS

KEELUNG Via SWATOW & AMOY.

HOZAN MARU .. Sunday, 31st July.

TAIKWA MARU .. Wednesday, 3rd August, 11 a.m.

KOTSU MARU .. Sunday, 7th August, 2 p.m.

TAKAO Via SWATOW & AMOY.

DELI MARU .. Thursday, 11th August, 10 a.m.

TAKAO & KEELUNG.

GANGES MARU .. Wednesday, 24th August.

DAIREN Via CHEFOO & TSINGTAO.

NITTO MARU .. Beginning of August.

BUSHO MARU .. Middle of August.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

AUSTRAL-CHINA NAVIGATION CO., LTD.

S.S. "CALULU"

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10th August.

Further sailings:— Expected on or about:— Will leave homeward-bound on or about:—

M.S. "JAVA" .. 20th August ..

M.S. "ASIA" .. 26th September ..

M.S. "AFRIKA" .. 5th October ..

Subject to change without notice.

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REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

Place of Observation	Highest W.L. on record	Lowest W.L. on record	W.L. 28/7	W.L. 29/7
West River at Shihshing	+41.0"	0"	+22.4	+22.9
North River at Taingyuen	+28.7"	0"	+11.9	rising</

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QUEENSLAND PORTS, AND RED SEA, EGYPT,

CONSTANTINOPLE, GREECE, LEVANTINE

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(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
KALYAN	9,144	2nd Aug.	Milnes, C'blanca, L'don, A'weip & Hull
NYANZA	9,023	3rd Aug.	Strait & Bombay
KASHGAR	9,005	6th Aug.	Marseilles, London & Antwerp
RAWALPINDI	16,619	20th Aug.	Marseilles & London
MOREA	10,953	3rd Sept.	Marseilles & London
DEVANHA	8,155	17th Sept.	Marseilles, London & Antwerp
KHYBER	9,114	1st Oct.	Marseilles & London
MALWA	10,986	15th Oct.	Marseilles & London
KASHMIR	8,985	29th Oct.	Marseilles & London
MACEDONIA	11,120	12th Nov.	Marseilles & London

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SANTHA | 7,754 | 12th Aug. | Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA | 6,950 | 2nd Sept. | Manila, Sandakan, Thursday Island,
ST. ALBANS | 4,500 | 30th Sept. | Townsville, Brisbane, Sydney, & Melbourne.Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

DEVANHA	8,155	5th Aug.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,950	9th Aug.	Moji, Kobe, Osaka & Yokohama
MOREA	10,953	13th Aug.	Shanghai
NAGPORE	5,283	20th Aug.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	2nd Sept.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama
NYANZA	9,023	16th Sept.	Shanghai, Moji, Kobe & Yokohama
MALWA	10,986	30th Sept.	Shanghai, Moji, Kobe & Yokohama
KASHMIR	8,985	14th Oct.	Moji, Kobe, Osaka and Yokohama
ARAFURA	6,000	4th Oct.	Moji, Kobe, Osaka and Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

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For further information, Passage Freights, Handbooks, etc., apply to:—

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S.S. "CITY OF BEDFORD" Via Suez Canal 9th Aug.

S.S. "MENTOR" Via Suez Canal 26th Aug.

S.S. "CITY OF NORWICH" Via Suez Canal 11th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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SHIPBUILDING.

FOREIGN COMPETITION.

AIRSHIP V. FAST LINER.

During an interview with "The Journal of Commerce" on the shipbuilding revival, Sir Alfred Yarrow, Bart., said that although there were signs of an improvement, he did not think British shipbuilding would ever return to its former prosperity. Before the war, he said, the world was at our feet; but to-day we had a group of competitors who could build ships just as well as we did. We had to be warned against too great a sense of optimism.

"Take for example, Italy and Germany," he said, "the Northern Italian workmen and the German are just as good as the British workmen. They work longer hours and produce more. In the American and Canadian shipbuilding yards, which I have recently visited, I saw men producing more and earning more, and these are two serious factors in the world competition that Britain has to face to-day."

Sir Alfred Yarrow agreed that there was an improvement in production in British yards, but to great advantage would have to be made if we were to hold our own with the rest of the world. "The intelligent workmen," he said "are sick of the trade unions because they have made a regular hash of things, both for the employers and the employed. In fact, everybody has suffered."

The Example of America.

"In America I found that the character of all the workpeople was one of independence. They would not be dictated to by trade unions to the same extent as we find in this country. This is very beneficial for American industry. Men and women live in greater comfort. The rate of pay is much higher. They can earn more and the work is done cheaper. If a man does double the amount of work and earns double the amount of pay it is just the same thing to the employer, except that his working expenses are considerably less and his machines turn out more, so that half the capital outlay will achieve the same result as double that figure on the smaller output per man."

Profit-Sharing.

"There is no doubt that workmen should share in the increased benefits coming to employers through increased output, but it is the most difficult thing to apply any form of profit-sharing to the shipbuilding industry, because the labour in shipyards is always fluctuating. "When I was in America I met several men working in shipbuilding yards who had previously been employed in this country. I said, 'How are you getting on?' They always replied, 'Very well; we have to work a great deal harder than we did at home, but we make much more money and save much more.' There is no doubt that labour conditions in America form a great example to this country. In proportion to what is done the cost of labour in this country is much too high, and the sad part about it is that the workman does not realise that if he worked harder it is not simply to the benefit of his employer but it is definitely to the benefit of himself. If we are to keep pace with Germany and other countries we must speed up our capacity for work in this country."

"Amongst European nations Italy is now building more ships than any other country, except Britain, and Italian shipbuilding is going to be a very formidable factor in the future."

Fast Liners.

When questioned about the fast liner scheme put forward by Signor Coussin in Italy, Sir Alfred Yarrow said that it seemed to be purely a scheme, and would not stand the test of practical experience. It could never be a commercial proposition. Recently he had been talking to Mr. Beatty, of the C.P.R., who had declared that 25,000-ton ships seemed to him more of a paying proposition than the larger and faster vessels. The cost of gaining one day across the Atlantic was too great. "But," added Sir Alfred, "the Americans to-day have such a lot of money, and want to move about at such an extraordinary rate, that perhaps this high-speed ship suggestion from Italy will be warmly received in the U.S.A."

Competition From the Air.

"What shipowners have to consider to-day in building fast ships," he said, "is to the competition they will have to face in about 20 years' time. Ships built to-day will last 30 to 40 years, and, I believe, in 20 years there will be a regular air service, with fixed hours, to all parts of the world. Those people who are in a hurry will be able to journey across the Atlantic in 1 1/2 days, so that the very fast steamer will have a most serious competitor. It will mean that steamers of an ordinary and economic speed may possibly be the only ones to hold their own."

Speaking about the fastest ships on the Atlantic, the "Mauretania," and formerly the "Lusitania," Sir Alfred said that he thought the people who designed the machinery had never been done justice to. Everyone associated with the designing of the machinery of those marvellous vessels should have received some public recognition.

HOT WEATHER DISEASES.

Disorders of the bowels are extremely dangerous, particularly during the hot weather of the summer months and in order to protect yourself and family against a sudden attack, get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It can be depended upon. For sale everywhere.

Discussing the future of the motorship, Sir Alfred said that it was still only useful for a certain class of ocean transport. If any owner to-day wanted a ship with 80,000 h.p. engines, there was no choice in the matter. He had to have steam turbines and Yarrow boilers, and burn oil. For smaller motorships the motorship was very useful, especially on long voyages, such, for example, as that between Vancouver and New Zealand. The motorship had a great history. The motorship was only in its infancy, and, unless it improved a very great deal in the near future, it could not possibly obliterate the steamship.

PASSENGER LIST.

DEPARTURES.

Passengers departing from Hong Kong by the s.s. "Hakusan Maru" for London via ports on July 30, are:—Mr. K. Horiuchi, Mr. S. Edo, Mr. K. Takada, Mr. A. Jorge, Mr. H. Yamada, Mr. S. Hosoda, Mr. L. Rodrigues, Mr. Carlos Silva, Mr. and Mrs. Tanaka, Mrs. Ada Chan, Mr. K. Mogi, Mr. C. Fonseca, Mr. J. Tsuchiya, Mr. S. Isobe, Mr. T. Kohno, Mr. K. Koyanagi, Mr. A. Shimomura, Mr. T. Sano, Mr. R. Ashizawa, Mr. I. Okuda, Mr. S. Okimoto, Mr. Witeson Tung, Mr. S. Goto, Mr. M. Miyada, Mr. K. P. Chan, Mr. T. Nakamura, Mr. S. Komatsu, Mr. A. Fujikawa, Mr. K. Moriya, Mr. H. Matsumoto, Mr. T. Akimoto, Mr. Kong Che Wong, Mr. Lo Ting-fan, Mrs. M. Mithasael, Miss F. Matsui, Miss K. Matsui, Mr. T. Toyama, Mr. Y. Toyama, Mr. M. Ichikawa, Mr. and Mrs. Parker, Mr. T. O. B. Harman, Mr. M. Kido, Mr. Y. Enji, Mr. and Mrs. H. L. Pratt, Mr. and Mrs. H. Amakusa, Mr. R. Sato, Mr. K. Mitsuoka, Mr. S. Watanabe, Mrs. J. Caldeira, Mr. and Mrs. T. Tanaka, Mr. Chu Chien-ming, Mr. Hien Yuen, Mr. Y. Soyama, Mr. S. T. Gillum, Mrs. T. Watanabe, Miss A. Miyazaki, Mr. and Mrs. A. Gomes, Mr. A. H. Andersen, Mr. A. Gomes, Mr. King Gu-tien, Mr. M. Ohmori, Mr. K. Hashimoto, Mr. S. Nagahashi, Mr. S. Yamamoto, Mr. N. Ishiyama, Mr. M. Morimoto, Miss G. M. Carling, Mrs. A. E. Mockridge, Mr. and Mrs. T. Kanetsuka, Mr. I. Sakano, Mr. T. Fujita, Mr. Y. Tsukimura, Mr. I. Nagashi, Mr. Y. K. Wong, Mr. Wm. J. Dike.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Asia" left Yokohama on July 22, and is due at Vancouver to-morrow. The C.P.S. R.M.S. "Empress of Canada" from Manila, is due here at 10 a.m. on August 1, and will berth at Pier No. 5 Kowloon Wharf. The Ben Line s.s. "Benlawers" from Leith, Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here on August 6. The C.P.S. R.M.S. "Empress of Russia" left Vancouver for Hong Kong, via Japan ports and Shanghai on July 21, and is due here on August 8. The s.s. "Flume-L" (D. & Co.) from Trieste, sailed from Aden on July 18, and is due in Hong Kong on August 18. The following vessels of the Compagnie des Messageries Maritimes are expected here:—"Chenonceaux," August 2. "Athos II," August 30. "D'Artagnan," September 13.

CONSIGNEES' NOTICE.

Consignees of Cargo ex. s.s. "Yalou" are notified that all claims must reach the Agent before August 4.

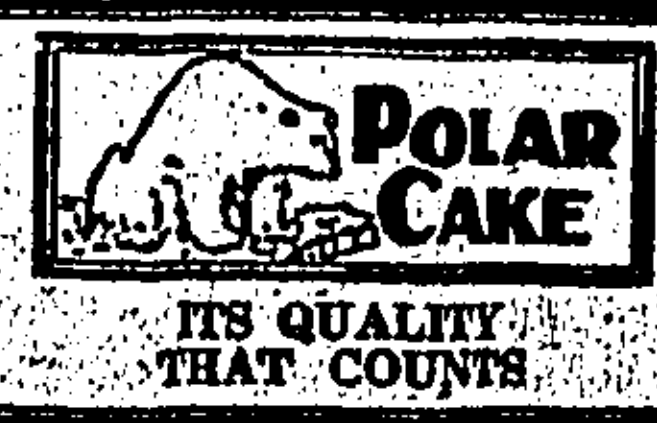
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Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.
For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hong Kong, 27th July, 1927.



HEALTH BULLETIN.

RETURNS FROM EASTERN PORTS.

The Health Bulletin of Far Eastern Ports for the week-ended July 23, states:—
Plague.—1 case at Port Said, 7 at Bassein, 2 at Bombay, 5 at Rangoon.
Cholera.—5 cases at Basrah, 1 at Bassein, 10 at Bombay, 11 at Calcutta, 35 at Madras, 4 at Bangkok, 9 at Haiphong, 1 at Tourane, 1 at Saigon.
Small-pox.—1 case at Aden, 17 at Bombay, 11 at Calcutta, 6 at Madras, 4 at Rangoon, 1 at Vizagapatnam, 2 at Surabaya, 11 at Bandjermasin, 1 at Bangkok, 1 at Saigon, 2 at Nagasaki.

The Kwong Fook Cheong Company, at Cheungshanwan, are now engaged on the building of a new steamer for the Chuen Chow Company, which, when completed, will be put on the Macao run.

CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

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DAMAGED PACKAGES will be examined by the Company's Surveyor Messrs.—Goddard & Douglas in the presence of the Consignees at 10 a.m. on MONDAY, the 1st August, 1927.
No Fire Insurance will be effected by us in any case whatever.
J. LIMAGE, Agent.
Hong Kong, 26th July, 1927.

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No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 28th instant, will be subject to rent.
All claims against the steamer must be presented to the Under-signed on or before the 11th August, 1927 or they will not be recognized.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 21st July, 1927.

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PRESIDENT JACKSON.....Tuesday, Aug. 16th.
PRESIDENT McKINLEY.....Tuesday, Aug. 30th.
PRESIDENT LINCOLN.....Tuesday, Sept. 13th.
PRESIDENT CLEVELAND.....Tuesday, Sept. 27th.

Thereafter Fortnightly Sailings on Tuesdays.

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Aug. 10	Seattle	Mauretania	Sept. 6	Frank-Chrg
Aug. 18	San Francisco	Olympic	Sept. 17	C'brg-Shimpu
Aug. 24	Seattle	Bismarck	Sept. 21	C'brg-Shimpu
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-Shimpu
Sept. 7	Seattle	Agulhas	Oct. 5	C'brg-Shimpu
Sept. 13	San Francisco	Majestic	Oct. 15	C'brg-Shimpu
Sept. 21	Seattle	Loriatan	Oct. 22	C'brg-Shimpu
Sept. 27	San Francisco	Olympic	Oct. 29	C'brg-Shimpu
Oct. 5	Seattle	Bismarck	Nov. 2	C'brg-Shimpu
Oct. 11	San Francisco	Loriatan	Nov. 12	C'brg-Shimpu
Oct. 19	Seattle	Agulhas	Nov. 16	C'brg-Shimpu

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PORT SAID—ALEXANDRIA—NAPLES—
—GENOA—MARSEILLES,

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PRESIDENT ADAMS.....Tuesday, Aug. 16th 8.00 a.m.
PRESIDENT GARFIELD.....Tuesday, Aug. 30th 8.00 a.m.
PRESIDENT HARRISON.....Tuesday, Sept. 13th 6.00 a.m.
PRESIDENT MONROE.....Tuesday, Sept. 27th 8.00 a.m.
Thereafter Fortnightly Sailings on Tuesdays.

TO SEATTLE AND VICTORIA VIA
SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT PIERCE.....Wednesday, Aug. 10th.
PRESIDENT TAFT.....Wednesday, Aug. 24th
PRESIDENT JEFFERSON.....Wednesday, Sept. 7th.
PRESIDENT GRANT.....Wednesday, Sept. 21st.
PRESIDENT MADISON.....Wednesday, Oct. 5th.
Thereafter Fortnightly Sailings on Wednesday.

TO MANILA.

PRESIDENT POLK.....Aug. 2nd 8.00 a.m.
PRESIDENT PIERCE.....Aug. 2nd 6.00 p.m.
PRESIDENT JACKSON.....Aug. 8th 6.00 p.m.
PRESIDENT ADAMS.....Aug. 16th 8.00 a.m.
PRESIDENT TAFT.....Aug. 16th 6.00 p.m.

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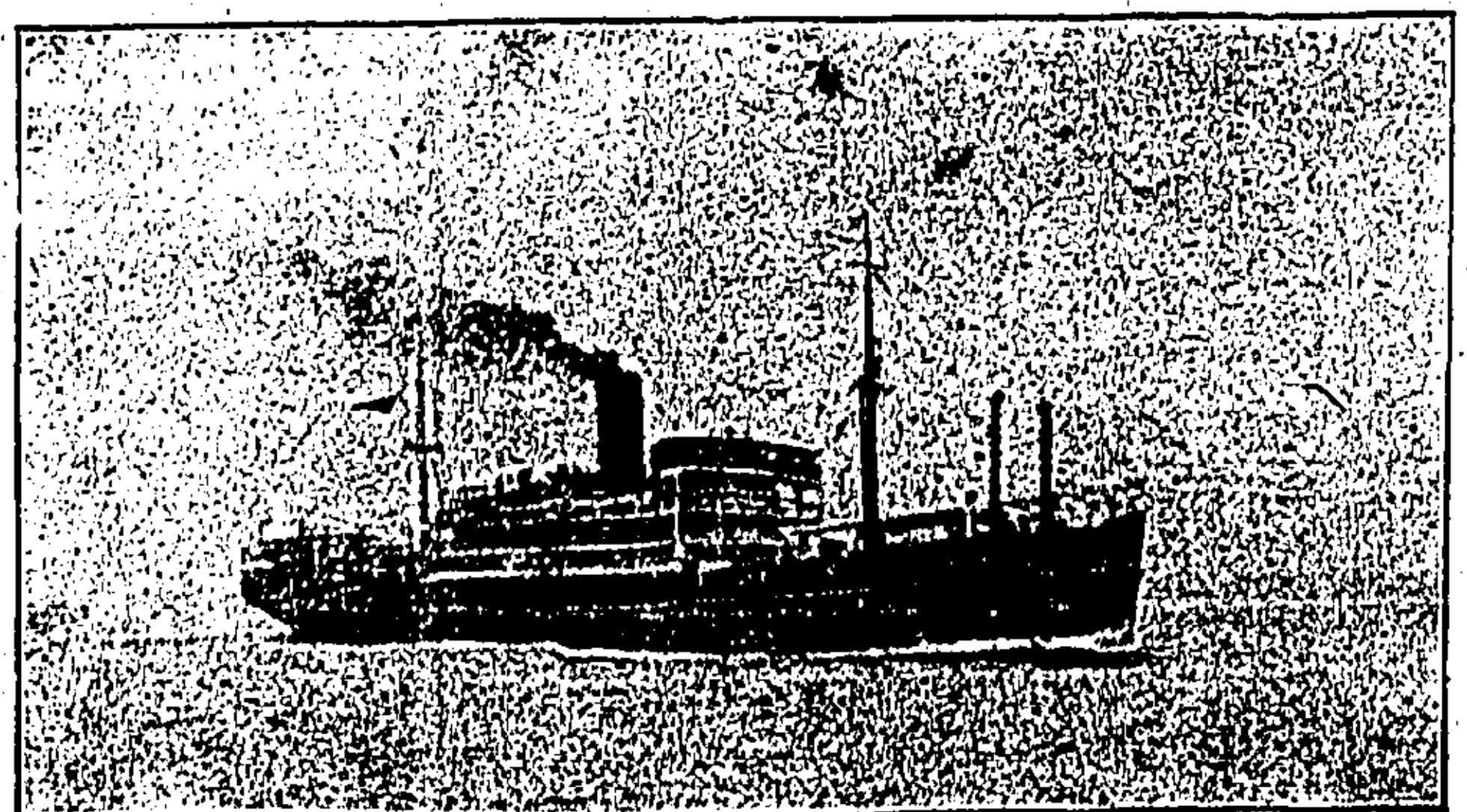
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Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Saturday, July 30, 1927.

A SATURDAY CAUSERIE.

Cases in which the actions of police officials were concerned have followed one after the other at the local magistracy, and any one not acquainted with the real relations existing between the Hong Kong police force and the community generally might, from the nature of the evidence, obtain a very wrong and unfavourable impression. Court actions have arisen out of the alleged conduct of an Indian police officer in directing traffic at Morrison Hill corner; out of mutual recriminations between motorists and a European inspector they passed on the way to Repulse Bay; from the conduct of a European sergeant subsequent to the stopping of a Chinese youth in the street, and finally as a result of a local Chinese barrister being stopped at the junction of Pedder Street and Des Voeux Road for not walking between the "white lines." On each of these occasions both the officer and civilian involved would undoubtedly have acted differently if they had not been carried away in the heat of the moment.

A policeman's lot, in the words of the immortal opera, is a far from happy one, and it is none the less true in Hong Kong as elsewhere. The hours of duty are long and much of what most people would consider as their "spare" time is spent in holding themselves in readiness for emergency duty. If in the course of duties which are often onerous they are not treated with the courtesy which they themselves extend to members of the public in difficulty it is not surprising that they are willing to over-

look technical legalities. There is no excuse for police officers—if such there be—who exceed their duties not so much through misplaced zeal as the desire of showing their authority. Such excess is inevitably bound to meet with its reward in the shape of a smart rap over the knuckles by the magistrate or other authority to whose notice it is brought. The police officer knows this and is not likely to prejudice his chances merely for the sake of a little self-glorification. If a moral is to be learnt from recent regrettable misunderstandings and their sequel in court proceedings, it is rather that the public should awaken more fully to a sense of their joint responsibility with the police in the preservation of law and order and respect for regulations.

Superstition still plays a large part in the mental make-up of the Chinese. In that aspect of it which leads to reverence for the memory of ancestors there is much that is commendable, in that it is significant of the part played by family ties in Chinese everyday life. Other aspects, however, so far from being commendable can only be taken as indicative of undeveloped mentality on the part of those credulous enough to believe in such phenomena. When the unicorn forming part of a crest in the City Hall was partially destroyed by lightning it was held by the vernacular press to be indicative of pending misfortune for Hong Kong—possibly the entire submergence of the island! Shortly afterwards, it was solemnly reported from the same source that the statue of Queen Victoria had been observed to give lachrymose signs of life. Reports of a "ghost" having been seen in the neighbourhood led to a disinclination on the part of rich coolies to take a route leading through Statue Square after nightfall, and now it is reported from Kowloon that thousands have nightly been visiting a "haunted" house in which moving lights and other "phenomena" have been observed. Even the testimony of eye-witnesses from an adjoining flat that the "phenomena" are the outcome of a boyish prank has failed to put a stop to a notoriety which must be most inconvenient for residents in the neighbourhood.

Complaints have been made during the week as to the shooting of unmuzzled dogs on the Peak and it has been suggested that the absence of rabies on the Peak over a period of two years is sufficient justification for relaxing the severity of the measures taken by the Police to enforce the muzzling order. The difficulty is that if the order is justified it must be enforced everywhere to be effective and remoteness from the last reported district of infection is no guarantee of security. No one wishes to see a dog suffer unnecessarily, but human life must be safeguarded above all canine consideration, particularly when such a loathsome disease as rabies is concerned. The action taken by the Police may have been extreme but regulations have to be enforced. The period of quarantine since the last reported case in the Colony is not yet at an end and until the order is rescinded it is mistaken kindness on the part of dog-owners to allow their pets to wander about without muzzles. Even though the official view appears to be that a further period will be added to that provided for by quarantine regulations, as a precautionary measure against dogs being brought into the Colony, it cannot be long (provided there is no further case reported) before the irksome order is removed.

"OUR CABARET."

SNAPPY REVUE SEASON
AT STAR.

New artistes, new revues, new dresses and new gags—these are some of the attractions offered by the new Our Cabaret, a company of ten London artistes who commence



Miss Muriel Varna, comedienne in the Our Cabaret company.

a season in Kowloon at the Star Theatre next Saturday, August 6, at 9.30 p.m.

The first of the revues to be submitted is "Cocktails" and others are "Snappy," "Our Cabaret" and "Tally Ho," the names of which indicate the cheery nature of the fare provided.

Local theatre-goers who remember the bright revues that the former company presented know in some measure the treat that is in store for them next Saturday. Three of the artistes in the old company, Miss Muriel Varna, Miss Gertrude Mogg, and Mr. Charles Chamier are still in the company. The seven new ones, who are well up to standard, judging from Press reports reaching Hong Kong from India, are Miss Rita Vivienne, Miss Delia Vivienne, Miss Betty Webb, Miss Kitty Crawford, Mr. Fred Collier, Mr. Kenneth Rayner, and Mr. Tubby Stevens. "The Vest Pocket Comedian," who is a whole entertainment in himself.

FLYING IN TURKEY.

"Sheep and aeroplanes would seem to have as much connection with each other as 'cabbages and kings,' but a curious link has been forged between them in Constantinople.

In June 10 commenced the festival of Courban Bairam, one of the two great holidays of the Mohammedan year. The proper observance of this festival consists in the sacrifice of a ram by those in a position to perform it; the meat is then distributed to the poor. The custom is, no doubt, not as widely observed as formerly, but all the same a lively trade in sheep has been done during the last few days.

Some conscientious persons, however, have managed to combine their old observances with the new order of things, and have offered the money they would have spent on a sacrifice to the "Aeroplane Association," and the same body has made arrangements to collect the skins of the animals which are slaughtered, in order to sell them for the profit of its own funds. Two years ago it was rare to see an aeroplane or to read of a flying exploit; now machines are quite numerous in Turkey.

GARRISON SCHOOL.

SUCCESSFUL YEAR'S WORK
REPORTED.

YESTERDAY'S CEREMONY.

A successful year's work was reported at the annual distribution of prizes of the Garrison School, held at Volunteer Headquarters yesterday. In the absence of Capt. Charnock, Education Officer, the annual report was read by Mr. Waterson, Headmaster. The present numbers of the school, he stated, were: Army pupils 85, Navy 18, Pensioners 7; Civilian 26. Several of the pupils who had won scholarships to Central British School were doing well. The interest in sports was being well maintained and pupils had done well at local swimming and boxing contests. Several pupils were taking an active part in the Boy Scout, Girl Guide and associated movements. The Headmaster referred to the generosity of Officers and various military and naval units and organisations in providing funds for prizes and to a subscription of \$100 for the same purpose from the Hong Kong General Chamber of Commerce.

General Luard's Advice.

Prizes were then presented to successful scholars by Mrs. Russell-Brown after which H.E. the General Officer Commanding, Major-General C. C. Luard, addressed the pupils and stressed the advantages of pitting their abilities against those of other pupils in competitive examinations such as those for the scholarships provided by the Hong Kong education authorities. The good training afforded by the Scout and Girl Guide movements was also referred to by General Luard and in conclusion he congratulated Mr. Waterson, Mrs. Mercer and the staff on the good work accomplished during the year.

Among those present were H.E. Major-General C. C. Luard, C.B.E., C.M.G. (General Officer Commanding the South China Command), accompanied by Lieut. Johnston (A.D.C.), Col. C. Russell-Brown, D.S.O., Mrs. Russell-Brown, Mrs. F. Boylan-Smith, Mrs. Carrington-Sykes, Col. C. Mackintosh, D.S.O., Major F. C. Roberts, V.C., D.S.O., M.C., O.B.E., Mr. E. Waterson (Headmaster), and Mrs. Mercer (Headmistress of the Infants School) and the members of the School staff.

THE PRIZE LIST.

Mrs. Russell-Brown presented prizes to each of the 66 children in the infants' school.

Awards in the Senior School were as under:—

Standard VI.—1, Enid Jannaway; 2, Cynthia Bower; 3, Louis Read.

Standard V.—1, Doris Booker; 2, Eileen Kilpatrick; 3, Francis Bacon.

Standard IV.—1, Joan Rose; 2, Rene Martin; 3, Joan Hayes.

Extra for Progress.—Queenie Butterfield.

Standard III.—1, Ian Read; 2, Reg. Stevenson.

Standard II.—1, Duncan Jannaway; 2, Sheila Hall; 3, Miriam Lea.

Drawing Upper Standards.—1, Enid Jannaway; 2, Cynthia Bower; 3, Joan Squire.

Drawing Middle Standards.—1, Felix Dunatt; 2, Grace Bower; 3, Winnie George.

Drawing Standard II.—1, Walter FitzEarle; 2, Connie Sully.

Needlework Seniors.—1, Marcelle Martin; 2, Grace Bower.

Needlework Juniors.—1, Queenie Butterfield; 2, Joyce Harper.

SPECIAL PRIZE.

A special prize presented by Mrs. Luard for the girl who had shown the best example and exercised the greatest influence on other girls in the school was presented to Cynthia Bower, who had been selected for this honour by school vote among the girls.

A special prize presented by Major-General Luard for the boy who had displayed the best sporting spirit, went to Frank Anslow, who was also voted to this honour by his school-fellows.

The Headmaster's prize for the boy who had made the greatest progress during the year went to Dennis Monaghan.

POVERTY TO RICHES.

How six brothers who went to America penniless 23 years ago are now all millionaires was related when Mr. Joseph Haft reached Southampton in the White Star liner "Olympic."

After crossing the Atlantic steerage with their mother and sister, they started work in the lowest of positions, but by their ability and steady application speedily made their way towards success.

To-day they own one of the biggest manufacturing stores in the States, turning out 500,000 women's costumes and suits annually and bringing in sales which aggregate \$2,000,000.

Mr. Haft told the "Daily Sketch" that he had not been home since 1904, but I am hoping after a lapse of 23 years to find my old school at Wexham and visit the places where I lived as a boy at Liverpool, Manchester and Chester. I am greatly thrilled at the prospect.

"When we landed in the States we all set about finding work. One brother became a messenger boy, and I was a delivery man's assistant. After ten years we started the manufacturing business which has brought us such a fortune."

P'RAPS—P'RAPS NOT!

More than 50,000 letters and parcels containing hams, chocolates, neckties, socks, boxes of eggs, and amatory poems, arrived in Washington for Captain Lindbergh.

He is seriously considering flying to France again.

"Why are you scratching yourself, Doris?"
"Cos I'm the only one that knows where I itch." — "That Humorist" (London).

An elderly lady forwarded a complaint concerning the bad language used by two workmen employed on a telegraph post in the vicinity of her house.

In due course a letter was written to the foreman on the job, requesting him to send a report of what had occurred. This was the report:—

"Bill Jones and me was employed in fixin' up this telegraph pole. Accidental like, I happened to drop a bucket of hot pitch, and it fell down Bill's neck. 'Accept my apologies, Bill,' sez I, and he says, 'That's all right, Harry. But you must be more careful, you know!'"

A small youngster entered a grocer's shop, and said to the shopkeeper in a shrill voice:—

"Please, sir, I wants 'arf a pound of butter an' two penn'orth of cheese, an' muvver sez she'll send a shillin' in when father comes 'ome."

"All right," replied the man behind the counter, who was used to this kind of request.

"But," continued the boy, "muvver wants the change, 'cos she's got to put a penny in the slot gas meter."

Fond Parent: I'm taking my boy to the Zoo to-morrow!

Bored Visitor: Really? I'm taking my boy to college.

Mother with strap (to little boy in hiding, who had been naughty): Dickie, where are you?
Dickie: Coming, ready or not.

This incident took place in Scotland. The bride and bridegroom were just about to leave her father's house, when the old man called her back.

"Jenny," he said, "would ye mind ganging oot of t' back door?"

"Why, of course. But why, feyther?"

"Well, I thoct ye might as weel gie the wee chickens the benefit of the rice t' people a' bane throwing at ye."

A story is told of an old Scotsman who entertained an English friend not wisely but too well. At last the Englishman rose and indicated his desire to leave.

"Guid nicht, guid nicht," said his host. "When you get doon to the bottom of the stairs ye'll see two cabs. Tak' the first yin, the second's no' there."

A man and a girl were playing golf, at which the latter was a novice, and had reached a hole that was on the top of a hill. The man ran up to see the lie of the balls.

"A stymie!" he shouted. "A dead stymie!"

The girl approached with a sniff. "Ah!" she said, "I thought I smelt something as I came up the hill!"

A Frenchman called to see his friend, and announced: I call to see Mr. Brown.

Maid: You can't see him, sir; he's not up yet.

Frenchman: Vat you tell? I com' yesterday, and you say, can't see heem, because his is not doon; now you say, can't see heem, because he is not up. Vat you mean? Ven will he be in ze middle?

Teacher (to class): Now, children, how many pound in a stone?

Small Boy (in reply): Please, miss, it all depends how big the stone is.

Youth (to friend): Er—how much do I have to pay for a marriage licence, old fellow?

Friend (already married): Ten shillings doon, and your entire salary each week for the rest of your life.

"Hello, Jake," said the farm-hand, "why ain't you comin' to the weekly dances down at the hall?"

"Ho, ho, dances?" said Jake. "I couldn't never learn to dance."

"You could, it's easy," replied the farm hand. "All you got to do is to keep turning around and wipin' yer feet."

IS IT TRUE?

CERTIFICATE FOR A PUBLISHER.

"BELLE OF BOHEMIA."

According to a description on the wrapper of "Belle of Bohemia," by Belle Livingstone (Hamilton, 15s.), the writer has been "the great Bohemian and reigning toast," a favourite of the gay world, a sparkling wit, the friend of Kings, sometime described as "the most dangerous woman in the world."

She appears to have met Lord Kitchener soon after her arrival in London. She ventured to chaff him one day on "his usual stern expression."

He told me that as far back as 1874, when he was on a surveying expedition in Palestine, he found that when he flashed a reproach from his blue eyes with their overhanging brows, it acted like a cravache on the servile natives. He, therefore, when giving orders, assumed the immoderately severe air which was afterwards supposed to be characteristic of him, and it soon became habitual.

In Revenge. Mrs. Livingstone is usually rather good-natured, but she displays anything but that quality in a story she tells of Mr. Herbert Hoover, who, as a then member of the mining firm of Bewick, Moreing, did not seem to approve of her accompanying a certain mining expedition to Arabia, although she claims that she was instrumental in securing the concession. So she decided "to make this arbitrary young man capitulate." She therefore asked him to dinner at her flat.

The fun I directed at myself melted him into smiles, and he not only withdrew his objections but laughingly said he wouldn't mind being on the expedition himself.

Just then, according to Mrs. Livingstone, another man was announced. Mr. Hoover expressed great anxiety—"Great Scott! he must not see me here alone with you!" Being furious at "this exclamation and all it implied," Mrs. Livingstone, pretending to show him another way out of the flat, really shoved him into a dark cupboard, where he remained while the other two ate the dinner.

Mr. Hoover, curiously enough, was unable recently to recall this picturesque incident, but in a life so full of important events as his has been, it is perhaps natural that he should have forgotten it. At the time his objections were not overcome, but they were not sufficient to deter me, and so with Hoover against me and Kitchener for me I prepared to start for the ancient mines of the Pharaohs.

It may be mentioned that the publisher, in a note accompanying the volume, states that, "We hold a certificate from the author to the effect that the contents of the above book are true." But there is a great difference between an author saying her facts are true and proving those facts in a court of law where she is not the judge.

RETICENT ENGLISHMEN.

Ask any Cockney boy for some details about the girl of his choice, and he, whose heart has leapt at the mention of her name and is throbbing mightily—does he become lyrical and speak literature, as all lovers, when they speak with feeling, inevitably do? No. The detestable convention forbids it. He replies, "Oh, she's not too bad." Nay, I can almost hear him, replying, "Oh, she's nothing to write home about." Heigh-ho.

How abundantly was this lawful fact illustrated in the war! (ex-chimica Ernest Raymond in the "Evening Standard"). Your Frenchman had no hesitation in proclaiming with uplifted arm his love for "la patrie." Did a single one of our eight million men ever suffer on his lips the shameful word, "fatherland"? Not one. Rather did they say, after a long silence at the end of a thirty-mile march, "What do I care for the British Empire? I'd sell it for five bob." And men were found to laugh at this.

Your French battalions marched to battle singing the "Marseillaise." Was it ever heard an English battalion approached the line to the strains of "Rule, Britannia"? Heaven defend us, no! They sang, "Who were you with last night?" Or they sang, "When this weary (?) war is over, to the melancholy tune of 'Ask it of the Lord in prayer.' And yet they arrived at their map-references no later than their allies. Your Frenchman would explain with happy volubility that he was fighting "pour l'humanité." Humanity! Think you an English Tommy could have had any truck with so horrid a word? Enigmatically no.

And yet they were the most humane soldiers on any front; they were the only ones who, from the first moment to the last, could never be taught how to hate.

FORGED NOTES.

GERMAN PRINTER'S ORDER.

"EXTRAORDINARY STORY."

Dim glimpses into the slough of conspiracy and crime which exist in the alien quarters of Berlin were afforded by a case decided there recently. Undoubtedly there was a plot against the power of Britain and the only point in dispute was whether it was aimed at our rule in Ashantee or merely at the integrity of the Bank of England. Unfortunately the court, for reasons of "danger to the safety of the State," heard in private the evidence on this interesting alternative without making it clear whether the peril they feared lay in the disclosure to us of details of a plan to expel us from the Gold Coast, or in hints which the evidence might supply for an attack on the German Reichsbank.

In the dock sat two Cameroonian negroes, Makembe and Munume, bearing edifying testimony to the benefits of the education they had enjoyed at the German mission school at Duala. They were accused of forging and passing £5 notes and of preparing to fabricate them on a much larger scale. The curious fact came out that it is possible in Berlin, even if your face is as black as your hat, to order £5 notes from a printer like visiting cards or circulars. It is true that the accused men seem to have been asked for some kind of explanation, but apparently the inquiries were satisfied by their use of the letter heading of an imaginary "Bank of England Club," their statements that the notes were to be used by "King Bondengula of Accra" in an attempt to "shake off the British yoke," and their assurances that he would employ them "only for purposes of political propaganda." The secrecy of the judicial proceedings prevented it from becoming known how false "fivers" can be applied to such an object except by being used for making payments.

Black Swindlers.

The first batch of eighty false notes procured by the accused did not quite satisfy their requirements, and after they had put ten into circulation they were arrested while trying to pass off the eleventh on a money changer. Curiously enough, they were released after some superficial inquiries, though one of them had already served a sentence of three years in Berlin for fraudulently impersonating "the envoy of the Republic of Liberia." Apparently they might long have continued their fraudulent career had not an engineering firm on the Rhine reported to the British Consul the receipt of an order from some Berlin printers for "a printing roller for the manufacture of paper with the watermark of the Bank of England." It must have been on British official information that the two black swindlers were tackled in earnest.

During the small part of the hearing which was taken publicly it became evident that the defence of the accused was largely an appeal to political prejudices. Quite apart from the specific case of "the King of Accra," they represented themselves as exceedingly pro-German. One of them even appealed to the bench to keep the case out of the papers, "because, if the French hear I have taken the German side they will massacre all my fellow-countrymen over there." The bench did not seem to be much impressed by these appeals, but found an extenuating circumstance in the negro mentality, and passed a sentence of three years on one of them and eighteen months on the other.



FIRST IMPRESSIONS

are often lasting, for which reason it is wise to take care of one's personal appearance and to avoid pimples, blotched skin or ill-smelling breath. Both these troubles most frequently arise from intestinal torpidity, which can easily be overcome by the use, when needed, of Pinkettes. These dainty little laxatives dispel constipation, banish sick headaches, bilious attacks, vertigo, relieve Piles. Your chemist sells Pinkettes, or 60 cents the vital post free, from Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

WOLSELEY MOTORS.

A FIGHT WITH THE FOREIGNER.

CHEQUE FOR £730,000.

After what he described as the most thrilling hour of his life, Mr. W. R. Morris, founder of Morris Motors and its subsidiary companies, has bought the assets of Wolseley Motors, Limited, in the Bankruptcy Court, Carey Street, W.C., for £730,000 in face of keen competition from determined rivals.

The purchase was a personal one and in no way connected with the Morris companies, and before leaving the court Mr. Morris signed a cheque for the purchase. Seldom in the history of this court, where financial tangles are straightened out with cold, unemotional precision, has there been such a tense scene as that which preceded Mr. Morris's triumph.

Behind the locked doors of No. 2 court, where the proceedings were conducted in private, Mr. Morris had increased his offer in bids of £10,000 from his initial offer of £615,000 to the final figure.

The Rivals.

Mr. Morris, a small, slim man of almost boyish appearance, looking even younger than his 43 years, his jet-black hair brushed smoothly back, had none of the appearance that popular imagination would picture of Great Britain's motor-car king. His soft collar and black suit might have been worn by any of his employees, but the firm set of his jaw indicated the man of determination and purpose. His rivals were Sir Herbert Austin and Mr. E. L. Payton, directors of Austin Motors, Limited, and Mr. Julius Turner, who was acting on behalf of an American Syndicate. Mr. Turner's advocate, retired early and the final tussle was between Mr. Morris and Sir Herbert Austin.

After Mr. Morris had been declared the purchaser, the doors were unlocked and he gave instructions for a telegram to be sent to his wife. Immediately he was surrounded by excited supporters, who patted him on the shoulder and congratulated him. Meanwhile, the most unconcerned man in the court, he gave instructions to his manager to prepare a cheque for the amount above which he had deposited when he made his original offer.

Mr. Morris's Plans.

While he was waiting to sign the amended agreement he told a "Daily Mail" reporter that the struggle for control of Wolseley Motors had been the most thrilling event in his eventful life. "I felt it my duty as a British motor-car manufacturer to do all in my power to keep the Wolseley Motors under British direction with British capital," he said. "I have already made preliminary arrangements to restart the Wolseley works at Birmingham, and I am prepared to start work the moment I am given possession. The purchase includes three factories, covering an area of 87 acres, all the plant, and the company's sale rooms in London, Edinburgh, and Bombay. I mean to use the new enterprise to further British interests."

"THE RINGER" IN BERLIN.

The success of Mr. Edgar Wallace's "The Ringer," now being played in the Deutsches Theatre, promises to last throughout the whole summer. "The Ringer" happens to be exceptionally well cast and well set, save perhaps for the British policemen, who wear helmets as large as coal-scuttles, and look by no means happy in them. But the appeal to the German audience goes deeper than that of a merely thrilling play.

Just as Mr. Galsworthy's "Loyalties" opened up questions debated in all seriousness by legal dignitaries in the Berlin Press, so has a prominent lawyer written in praise of Mr. Wallace for showing up the fallacy of circumstantial evidence. His argument runs that since in cases that come before the criminal courts one group of the criminal is divided into accused or suspected persons and one into witnesses, the jury lose their objective standpoint at the very outset. Mr. Wallace, in leaving the question open and letting the audience guess first at one criminal and then at another, has performed an exceedingly useful service to justice as it stands at present. Whenever a question of circumstantial evidence crops up again in the German courts there is every reason to believe that "The Ringer" will be quoted by the counsel for the defence.

OLD TIME GAMBLERS.

EARLIEST KNOWN GAME OF CHANCE.

COUNTERS AND DICE.

At the British Museum there is exhibited the apparatus of the earliest known game of chance.

It is part of what is regarded by antiquaries as one of the most remarkable collections of trophies of ancient ages brought to London during the present century—finds made by Mr. C. Leonard Woolley during his excavations this year at Ur of the Chaldees 140 miles south-east of Babylon, the birthplace in Mesopotamia of Abraham.

It is only since the fruits of the expedition arrived in England that one of the items has been revealed as a gambler's game at least 6,000 years old. When the mud of many centuries was scraped from a number of articles they were found to be a gaming board and the playing piece, and the notes made at the time of their discovery in the cemetery of Ur suggest that they were placed in the graves to denote the last resting-places of recognised gamblers of about 4,000 B.C.

It is, of course, impossible to reconstruct the game as it was played by the ancients, but the board, a double-sided one for different kinds of play, indicates that they staked on even chances in a form of play approximating to roulette and on the modern roulette table. Alternate and inter-fitting triangles were used for the "chances," the colours to be backed being mother of pearl and a pure red made from a paste.

Lucky Numbers. The other face of the gaming board was used for a game of forward and backward movements, regulated by the throw of variously marked counters or primitive dice. It was an intricate form of present-day Halma, and the players apparently betted on their luck in being able first to thread a way through complicated diagrams to the finishing point. The gaming board is encased with small plaques inlaid with lapis lazuli and red stones.

In the graves of the gamblers who lived 60 centuries ago, the gaming pieces were found formed in semi-circles at their heads and feet. These counters show that 5 and 7 were the lucky numbers of their day.

ONE-WAY STREETS.

SUCCESS OF THE WHITE LINES.

"The results of the one-way traffic system have everywhere been satisfactory," states Sir William Horwood, Commissioner of the Metropolitan Police, in his annual report, issued as a White Paper. It is hoped, he says, to increase the number of "one-way" streets.

Sir William explains that undue speed is discouraged in this system, as it works more efficiently when a normal rate of progress is maintained. White lines have also, he states, proved of great assistance in the regulation of traffic, particularly where the one-way system is in force.

Referring to the supply of parking places in London, he does not think that it can ever meet the demand, and in his opinion an organised effort is required to provide better facilities for garage accommodation.

Noise-Shy Burglars. Another outstanding feature of the report is that the value of property stolen during the year—£518,222—was the lowest figure for several years.

But in making this statement Sir William adds this warning: Doors and windows should be fitted with locks or screws which cannot be forced without the use of a substantial tool and the exercise of considerable pressure. Burglars dislike work and noise, and reasonable steps should be taken to make it as certain as possible that they cannot enter premises without the expenditure of trouble and time. Good mortice locks and "acorn" and "thumb" screws afford some protection.

THE "TANTALISATOR."

Betting in connection with horse racing is to be introduced in Norway this summer. A law to this effect has been passed by the Storting, which neglected protests from farmers against what was believed to be cruelty against animals. The betting is to be arranged by totalisator, and one farmer member of the Storting asked: "Is there no limit to human cruelty against our dumb friends? Not only are the horses to run for the fun of idlers, but they are even to be tantalised afterwards."



POLAR CAKE ITS QUALITY THAT COUNTS

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

Entertainments.

July 30—Queen's Theatre:

"The Royle Girl."

July 30—World Theatre: "The Alaskan."

July 30—Star Theatre, Kowloon:

"The Street of Forgotten Men."

July 30—Tea Dance, Cafe Restaurant: Parisien, 4.30 p.m.

July 30—Grand Concert, City Hall, 6.30 p.m.

July 30—Fifth Grand promenade concert, Lee Gardens, 9 p.m.

July 31—Open Air Concert by Band of Queen's Royal Regiment, Kowloon Dock Bathing Beach, 5 p.m.

August 2—Concert by Miss V. Capell and her Company of amateur entertainers the "J-Pans."

August 3—4—Josef Borisoff, world famous violinist performs his 100th concert, at the Theatre Royal, City Hall, 9.15 p.m.

August 4—5—Pot-pourri entertainment by the Wild Swan Optimists at Royal Naval Canteen Theatre, 8.30 each evening.

August 6—Charles Chamler presents "Our Cabaret," in a series of intimate Revues, beginning with "Cocktails," at the Star Theatre, Kowloon, 9.30 p.m.

August 6, 8—Benno Moisevitich, world-renowned pianist, gives his recitals at the Theatre Royal, 9.15 p.m.

August 22—Social Service for Service men on the roof of St. Peter's Y.M. Club.

August 8—Concert by Leo Podolsky, famous pianist, and Vera Mirova, premiere danseuse, Queen's Theatre, 9.30 p.m.

Lammer's Auctions.

August 4—5—Household furniture, pictures, curios, etc., of the late Mrs. M. J. D. Stephens, No. 5, Peak Road, 11 a.m.

September 15—Valuable properties in the New Territories, at Messrs. Lammer's Sales Room, 8, Duddell Street, 3 p.m.

Meetings.

August 2—Water Polo Association Meeting at Victoria Recreation Club, 6 p.m.

August 18—Meeting of Creditors of the Hong Kong and Kowloon Taxicab Co., Ltd., Liquidators Office, 3, Queen's Road Central, H. K. noon.

Sports.

July 30—Lawn Bowls League: Lawn Tennis League; H.K. Baseball League; Friendly Football.

July 30—Second Night Pete: Victoria Recreation Club, 9 p.m.

August 1—Races at Clear Water Bay, arranged by St. Peter's Young Men's Club (launch leaves Queen's Pier, 11.30 a.m.).

Miscellaneous.

July 30—St. Peter's Y.M.C. launch picnic, 3.30 p.m.

July 30—European Y.M.C.A. bathing picnic.

August 6—Whist drive at St. John's Cathedral Hall, 8.30 p.m.

August 8—Social for Service men at St. Peter's Y.M. Club House.

August 13—Moonlight bathing picnic under the auspices of St. Peter's Y.M. Club.

August 26—Whist drive at St. John's Cathedral Hall.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

ST. JOHN'S CATHEDRAL, HONG KONG.

July 31, 1927.

7th Sunday After Trinity.

Holy Communion (8 a.m.)

Matins (11 a.m.)

Preacher: Rev. H. Copley Moyle.

Evening 6 p.m.

Preacher: Rev. P. Jenkins.

Thursday, August 4.

Holy Communion 7.45 a.m.

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service 11.15 a.m.

Subject: "Love."

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

WESLEYAN METHODIST CHURCH.

Queen's Road East, Wanchai, (near Royal Naval Hospital).

Sunday, July 31, 1927.

Morning Service: 10.15.

Preacher: Rev. Frank Short.

Evening Service: 6.

Preacher: Rev. J. C. Knight.

L.S.M. Antey.

Subject: (Evening Service): "What We Are Trying To Be."

Sailors and Soldiers' Home, Arsenal Street.

3 p.m.—Mr. May's Bible Class.

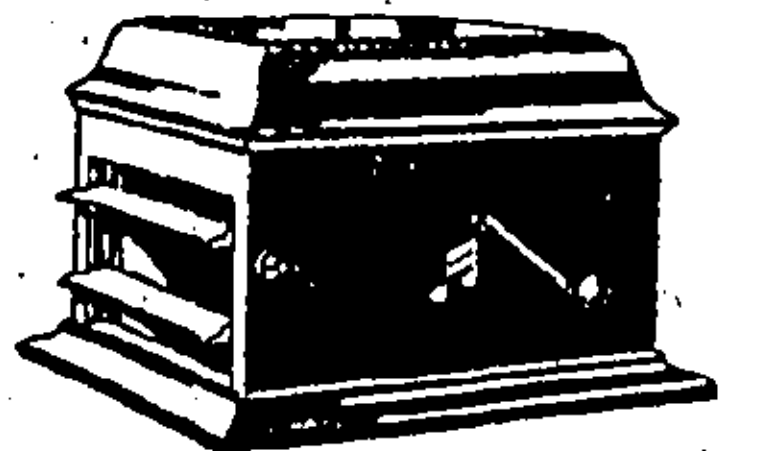
8.15 p.m.—Chaplain's Hour.

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POPULAR TABLE GRAND \$90.00.

Represents the highest Standard of Value at its price.

In general favour for its style, its new Standard of tone sets it far ahead of many instruments costing more.



Anderson Music Co., Ltd.

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GREAT REDUCTION SALE

THE SURPRISE OF THE SEASON

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MONDAY, 1st Aug.

D. CHELLARAM

ROYAL SILK STORE,

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THE QUEEN'S MOTOR BOAT CO., LTD.

Queen's Statue Pier.

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DAY and NIGHT

MODERATE CHARGES

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LIGHT PALATABLE AND REFRESHING

An ideal drink for the Summer.

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THE MOST EFFECTIVE FIRE
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SOLE AGENTS FOR HONG KONG & SOUTH CHINA:
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G. FALCONER & CO., (HONG KONG) LTD
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

DINNER DANSANT

Saturdays: 8 to 12

TEA DANSANT

Tuesdays & Fridays: 5 to 7

Professor C. THERESSE

and

Miss MARGUERITE SENOUR

will give exhibition Dances each of these evenings.

Private Dancing lessons can be arranged with them.

KING EDWARD HOTEL.

J. H. WITCHELL, Manager.

Sincere's SALE

NOW
IN FULL SWING

Huge Lots of Bargains
Cleared Everyday

EARLY SELECTION
ADVISED

STAR THEATRE.

Commencing Saturday, August 6th,
at 9.30 p.m.

CHARLES CHAMIER

Presents

THE NEW

OUR CABARET

in
a series of intimate Revues.

10. LONDON ARTISTES 10.

MURIEL VARNA

RITA VIVIENNE

"JO" WRENN

DELIA VIVIENNE

JOAN NORMAN

CHARLES MASON

FRED COLLIER

BILLY BRAY

KENNETH RAYNER

CHARLES CHAMIER

The LITTLE revue with the BIG reputation.
BOOKING NOW OPEN AT MOUTRIES
Prices \$3, \$2, and \$1.

LOCAL AND GENERAL NEWS.

The annual meeting of the Peak Club was held last evening, and as usual the proceedings were private.

Two cases of enteric fever, both Indian, and one of puerperal fever (Portuguese) were reported yesterday.

Shanghai's latest organisation, bearing the title of "The Shanghai Women's Association for the Consolidation of the Soldiers at the Front," held its first meeting in the Sin Wu Dai Theatre, Native City, when more than 1,000 women were present.

Thanks for the financial assistance they had rendered to the Revolutionary Army were tendered to many prominent Shanghai merchants by General Ho Ying-ching, Commander of the First Route of the Revolutionary Army at a reception accorded him at the Shanghai Chinese General Chamber of Commerce.

"The whining schoolboy has disappeared, and truancy is well-nigh non-existent," declared Mr. A. Saywell, of London, at the annual conference of the National Association of Head Teachers. In a strong condemnation of the old system of examinations, he said that to impart knowledge by force was as unrighteous as forcible feeding.

A Brisbane lady holds a unique record. Mrs. R. F. Woodcraft has seen every Governor of Queensland arrive. She was in what is now Queensland before separation, and before any Governors were appointed. She was among those who welcomed the first governor (Sir Geo. F. Bowen), and has joined in all the welcomes to arriving Governors since that date.

The most interesting of the six new baronetcies in the Birthday Honours is that conferred on Lieutenant-General Sir Walter Congreve, V.C., K.C.B., who died while serving as Governor of Malta. The honour is doubtless in recognition of Sir Walter's services, and would probably have been conferred upon him had he lived. It is rare for a title to be bestowed in this manner.

The French law courts have been giving some picturesque decisions lately. The series began with a re-affirmation of a husband's right to administer physical correction to a naughty wife, who was told that this gave her no ground for claiming a divorce. Then came the case of a man who had lent this motor-car to a lady. The lady had an accident, and she asked for damages against the man from whom she had borrowed the car. She got them, too—not as much as she claimed, but she got them.

Mr. J. Mowbray Jones is authorised to sign for the firm of W. A. Hannibal and Co.

Penang Convent will be celebrating the 75th anniversary of its foundation at the end of this month.

Holder of one of the oldest titles in the peerage, the Baroness Farnham is shortly to make her debut on the stage. Lady Farnham is just 27, and is a decidedly pretty woman with an extremely attractive personality.



Dame Bridgeman, wife of the Hon. W. C. Bridgeman, First Lord of the Admiralty, is the first woman chosen to represent Britain at the League of Nations in Geneva. Dame Bridgeman is Chairman of the National Council of the National Union of Conservative and Unionist Associations, one of the most important political groups in Britain.

The German full-rigged ship "Grief" arrived at Falmouth, when the captain reported having lost two of the crew on the voyage from Port Pirie in March, when the ship met with a hurricane which raged for four days. Tremendous seas struck the ship, smashing two lifeboats, carrying away a portion of the bulwarks and twelve stanchions and washing everything movable off the decks. Two of the boats were hurled sixty yards. An avalanche of water carried away one of the lifeboats, which struck a young seaman aged 17 and knocked him overboard. Another seaman was also swept into the sea by a huge wave.

It is said that the recent issue of shares by the Renong Consolidated Tin Dredging Co. has been oversubscribed.

The Senior Executive Engineer, Klang, is calling for tenders for the erection of a wireless station at Port Swettenham.

The "Daily Telegraph" states that several financial firms have been unable to find in London any bank that is willing to discount Soviet bills. On the other hand, Sir Henry Deterding said that if France, Britain and Germany would agree upon a boycott of Russian petroleum and oils it would have a great moral effect upon the Soviets, whose oil industry, especially at Baku, is completely disorganised.

The Duke of Rutland, interviewed at Bakewell as to the possibility of Haddon Hall being again thrown open to the public, said that for the time being the hall was closed. Whether it would be open in the near future he could not say, and for the moment was not prepared to commit himself. The hall, which has been closed to the public for eighteen months, is now occupied after two centuries by the Manners family. The Duke has spent many thousands of pounds in making the hall habitable.

Further removals to the new reptile house at the Zoo were made, but no very large reptiles were taken to their new home. Some cobras were moved. The large crocodiles and alligators, including "George," the biggest and fiercest of them all, are being shifted, while an attempt will be made to move the 24-foot pythons if the cages for their reception are quite ready in the new house. The moving of such snakes is a matter of routine and is a simple process, but the transference of the large crocodiles and large pythons is a tricky and dangerous business.

At Bankruptcy-buildings, Carey Street, the first meeting of creditors was held under a receiving order made against Brigadier-General James Arbuthnot Tyler, described as a member of the Army and Navy Club, Pall Mall. Mr. V. Armstrong, Assistant Official Receiver, said it appeared from the debtor's statements that some five years ago he retired from the Army, with a pension of £800 a year, of which he had commuted one-half. The liabilities amounted to £1,500, but he possessed no assets apart from the pension. He attributed his failure to excess of expenditure over income, speculating on the Stock Exchange, and betting on horse races.

SOCIAL AND PERSONAL NEWS.

Prince Leon Radziwill, a chairman of the board of directors of Monte Carlo Casino, was found dead recently in mysterious circumstances.

A tea party in honour of General Ho Ying-ching, Commanding the First Corps of the Nationalist Army, Shanghai, was given at the Chinese General Chamber of Commerce on July 22.

Mr. Chang Yun-nyi, Chief of the Financial Bureau of Kiangsu was a passenger by train to Nanking from Shanghai last Saturday. Mr. Chang has been investigating the financial situation in Shanghai on behalf of the Nanking Government.

Major and Brevet Lieutenant-Colonel Arthur S. Cantrell has been appointed Brigade Major to the Chatham Division of the Royal Marines. He has lately returned from the China Station, where he had been serving in the flagship "Hawkins" as Fleet Marine Officer.

The death occurred on July 23, at the Royal Hospital, Shanghai, of Captain W. F. S. Fawcaker, of the 12th Battalion of the Royal Marines. Capt. Fawcaker served his country in the Marine artillery during the Great War, seeing service both in France and Russia. He was 32 years old and is survived by his wife, who is in England. He came to China with his Battalion.

We regret to announce the death of Mr. John C. L. Zorn, senior partner of the Stock Exchange firm of Zorn and Leigh-Hunt. He was a son of the late Mr. John Zorn, who was secretary of the old British Deli and Langkat Tobacco Co. He joined a firm of stockbrokers and specialised in tobacco and tea shares, subsequently starting his own firm and becoming a member of the Stock Exchange in 1904.

The Prince of Wales at Exeter, laid the foundation-stone of the new administrative and art block at Streatham Hall, which is to be the new home of the University College of the South-West of England. His Royal Highness announced that Lord Glanely had told him that he had promised to give £25,000 to the endowment of the establishment of a few scholarships and a chair of agriculture, and one of the scholarships was to be dedicated to the memory of Sir Francis Drake.

H.E. the Governor, Sir Hugh Clifford, G.C.M.G., G.B.E., has left Singapore for Kuala Lumpur.

Lieut.-Colonel Lewis C. Lampen, of the Plymouth Division, has been appointed to the command of the Royal Marine battalion in China.



Commander Richard E. Byrd in flying togs.

A new Senior Officer has been appointed for the West River, to fly his flag in the "Tarantula." He is Commander M. L. Clarke, D.S.C., senior commander on the staff of the R. N. Naval College at Greenwich. Commander Clarke served on the African Station and on the "Argus."

Baron Edmond de Rothschild who has already done great service to scientific research in France by creating the Rothschild Foundation, has made another gift of \$9,000,000 francs (£242,000) to the Foundation, for the purpose of endowing an institute for physical and chemical research as applied to biology.

M. Marcel Polain, Belgian Chargé d'Affaires in Siam, is making a general tour of Malaya to study conditions.

Mr. A. Keir, M.A., Inspector of Schools, Perak, represented the F.M.S. and the Straits Settlements at the recent Imperial Education Conference in London.

Einar Hanson, the Swedish stage and film star, has died in hospital at Santa Monica, California, as the result of a motor smash. Hanson, who went to the United States two years ago, had starred with Pola Negri.

At the Masonic Hall, Kuala Lumpur, in the presence of a large gathering of Freemasons, Wor. Bro. W. A. Milner, W.M., Read Lodge, sympathetically expressed the general regret at the impending retirement from Malaya and the consequent loss to local Freemasonry of Wor. Bros. C. J. Perkins, P.D.G.W.

The London Bankruptcy Court concluded the examination in bankruptcy of the Earl of Cadogan. This is the present Earl's third bankruptcy since his father's death. He has lived by voluntary payments by the trustees on whom the estates were settled. The statement of affairs shows liabilities of £48,468 and assets nil.

The promotion of Lieut.-Colonel George Carpenter, O.B.E., D.S.C., in command of the Royal Marine battalion on special service in China, to the rank of Colonel Second Commandant is the result of the vacancy caused by the promotion of Colonel Second Commandant Charles L. Mayhew, of the Chatham Division.

Among the promotions to major-general announced by the War Office appears the name of Col. S. E. Holland, formerly of the Rifle Brigade, and now of the General Staff. Col. Holland was present at the relief of Ladysmith and won distinction in the late war. He was liaison officer with the French troops in Belgium and General Staff officer to Viscount (then Sir Edward) Albert when he was commanding the Third Army. He is one of the few senior officers of the British Army who believe in Christian Science—to which his attention was drawn after being given up by specialists when suffering from consumption on his return from the South African War.

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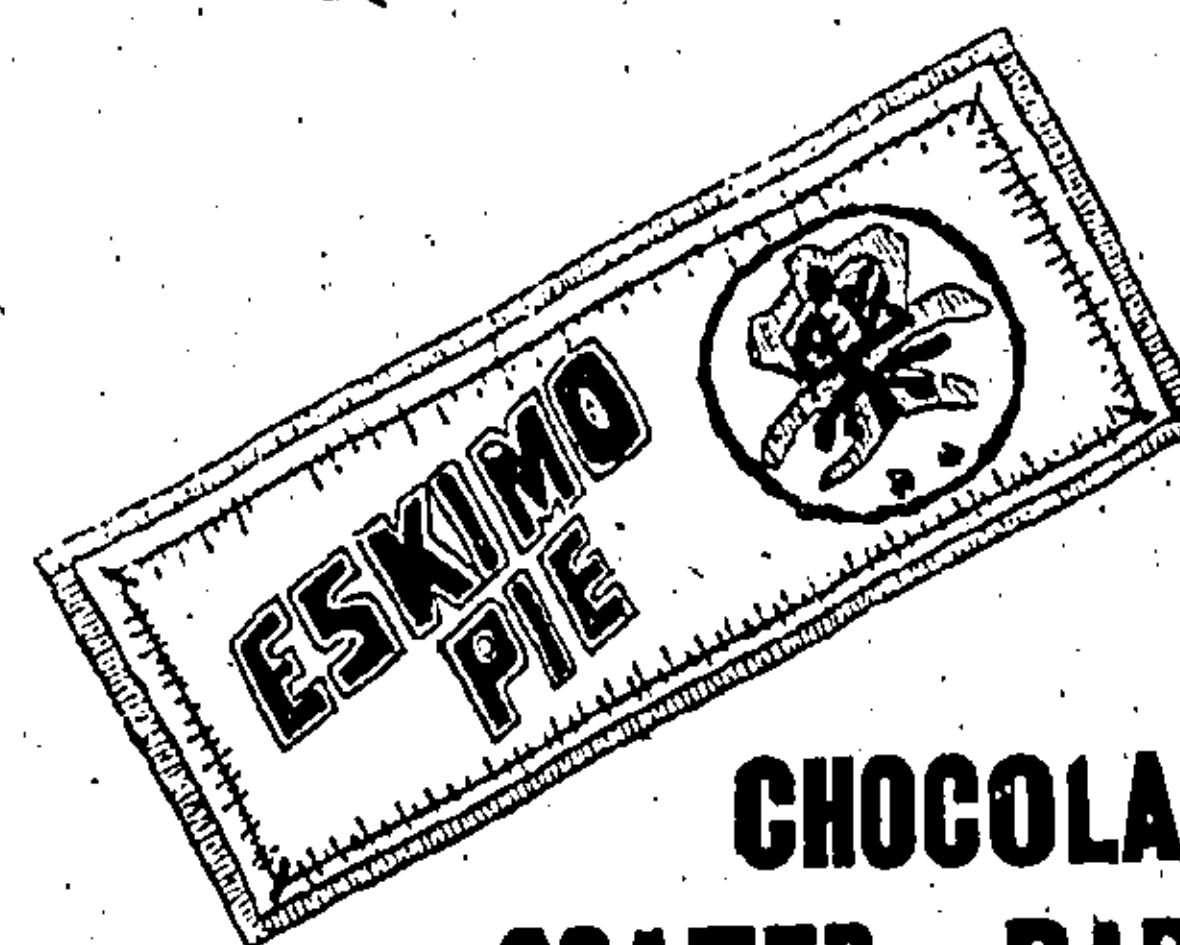
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**CHOCOLATE
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LAST FEW DAYS HERE.

ISAKO'S CIRCUS NEW RECLAMATION GROUND

PRAYA EAST, WANCHAI

We will be leaving on the 29th instant, so come
and see our show now, before we go.

9.15 p.m.—TO-NIGHT—9.15 p.m.

GRAND GALA PERFORMANCE

COME AND SEE

THE CIRCUS POST CARRIER PIGEONS

In commemoration of the visit of ISAKO'S CIRCUS to Hong Kong, free prizes will be given away. At every performance, our carrier pigeons will be let off in the centre of the ring and the persons on whom they alight will be the recipients of the following gifts:—

GOLD WATCHES, RINGS, BRACELETS

AND MANY OTHER VALUABLE AND USEFUL ARTICLES.

Cut and bring this slip to the circus ticket office and you will obtain your ticket at a special rate from 30 cts. up.

MATINEE

EVERY

Wednesday, Saturday & Sunday
at 4 p.m.

Children Half Price.

SPORTS

PROFESSIONAL GOLF.

WHITCOMBE AND JOLLY IN FINAL.

Leeds, Yesterday.
In the semi-finals of the £1000 Professional Golf Tournament



Tommy Armour, pro of the Congressional Club at Washington, new open golf champion of the United States.

Ernest Whitcombe beat Compston 1-0, and Jolly beat Taylor 1-0. Reuter.

"DISCO."

NEW GAME REQUIRING LITTLE SPACE.

London, July 5.
With the admirable object of providing a game which gives as many people as possible the opportunity for recreation on playing fields of limited size, Mr. W. M. Short gave an exhibition of his invention, Disco, at the battalion headquarters of the London Scottish Regiment. Perhaps the easiest way of describing Disco is to compare it with Badminton played with over-size ping-pong rackets, light balls instead of "birds," and with four objects rather like young railway signals standing in the outer corner of each service court. The winning of an ordinary stroke counts one point; the player who succeeds in hitting one of the "disco" scores five points for his side.

Amusing As Singles.

Exhibition matches were played by some excellent players of other games in Mr. C. G. Eames, Captain H. C. Evans, Mr. H. E. Skeet, and Mr. Short himself. On first impression the outstanding fact which strikes the observer is how curiously small is the influence of the discs upon the game. Granted that at least three of the players were unfamiliar with the finer points of the game, the fact remains that in the three games of doubles played there were not more than half-a-dozen apparent efforts to go for the disc.

Of these only two were successful—appropriately enough, the winning shot in each case was

LOCAL SOCCER.

TWO SERVICE GAMES TO-DAY.

A campaign for funds in aid of the expenses of the Colony's athletes who will take part in the Far Eastern Olympiad has been conducted by the Chinese Amateur Athletic Federation. The match played last Saturday against the R.A.M.C. was for this cause.

To-day the Association is standing down in favour of South China, who will play two games at Sookumpoo, the first against the Camerons at 4 p.m. and the second against the 15th Infantry Brigade at 5.30 p.m. The proceeds will go towards the same fund.

These service teams have not been seen in action in the Colony, and their records are unknown.

The 15th Infantry Brigade will be represented by the following:—Guardsman Jackson; Dr. Morris (R.A.S.C.), Sgt. Hooper (Queen's); Pte. Cantor (Queen's), Dr. Turner (R.A.S.C.), Guardsman Reid; Pte. Stanley (Welch), Pte. Gibbons (Northants), Pte. Wright (Northants), Pte. Larkins (Queen's) and Pte. Stanley (Welch), Reserves: Guardsman Johnstone and Pte. Gandy (Welch).

UNIVERSITY OF LONDON.

£74,000 Sports Scheme.

The scheme for the provision of a central sports ground and a clubhouse for the University of London, started by a committee appointed by the Senate three years ago, has now taken definite shape, and the Lord Mayor will give a luncheon at the Mansion House to a number of leading citizens to consider the question of launching a public appeal. Already about £14,000 has been subscribed, including £5,000 from the Earl of Rosebery (the Chancellor of the University) and £5,000 granted by the Senate from University funds. The Prince of Wales has taken great interest in the proposal, and has given 25 guineas. A freehold site for the sports ground has been obtained at Mottspur Park, near New Malden, at a cost of £18,000. It consists of twenty-eight acres of grass land, and includes a building which can be adapted for a clubhouse. Two acres of land at Chislewick, with a river frontage of 255 ft., have been bought for £4,000 as a site for the boathouse. It is estimated that the initial outlay for building, levelling, and equipment will amount to about £22,000, and it is proposed to institute an endowment fund of £30,000 to meet part of the annual running expenses, the total required for the scheme thus being approximately £74,000.

made by the inventor. Otherwise the four players played a hard volleying game. For this reason one is almost tempted to wonder if the four posts in the middle of the court are not an impediment to mobility rather than an incentive to skill. The second feature that is at once apparent is that disco is an infinitely more amusing game played as a singles than as a doubles. Mr. Eames had great fun beating Captain Evans after a hard slashing game in which both men made some acrobatic shots.

As disco can be played all the year round on a comparatively unprepared surface, in an area one-quarter the size of a lawn tennis court and with extremely economical equipment, it would certainly appear to bear out the claims of its inventor. Moreover it is clearly a game which the "duffer" and the nice old gentleman will be able to enjoy equally with the expert player.

"LORD'S."

ABIDING GLORIES OF THE GAME.

CRICKET ROMANCE STILL LIVES.

I wonder whether the word "Lord's" still means as much to Eton boys as it did to us in the sixties. In those days it had a significance which surpassed that of any other spoken sound with which we were acquainted, conjuring up visions, as it did, of the most tremendous event of the year, the cricket match between Eton and Harrow, writes an old Etonian in the "Observer." It so happened that when I went to Eton, in 1865, the school had suffered a series of grievous defeats, and the possibility of reversing the verdict that had been given against us for three years in succession was being discussed with an anxiety immensely more serious than any which is nowadays felt about the possession of "the ashes."

To us the matter was far too grave for a metaphor: I know of no words that can adequately express our feelings as the time of the match approached except those of De Quincey concerning a dream of great solemnity.

The morning was come of a mighty day—a day of crisis and of ultimate hope for human nature, then suffering mysterious eclipse and labouring in some dread extremity. Some greater interest was at stake, some mightier cause, than ever yet the sword had pleaded or trumpet had proclaimed.

A Tall Youth.

The hopes of Eton at that time were centred on a player whose reputation has since become well established in the annals of cricket. I remember how a school-fellow, who had kindly undertaken to instruct me, a new boy, in the things that everyone had to know, pointed out a tall youth who wore an expression of the off-hand devil may-care order, and appeared to be chewing a straw, and said, "That's Bun-Jam."

To me, utterly ignorant as I was, this information conveyed nothing; and it was with some impatience, as if I ought to have known what there had been no previous chance of learning, that my mentor explained that "Bun-Jam" was a nickname for the famous, nitter, C. I. Thornton, whose feats, as then related to me, made a lasting impression on my mind. A wonderful hitter he was, even in those early days; and I think his audacity helped the revival of Eton cricket.

He went in first wicket down, and was not kept in reserve, as "sloggers" now are, until the edge had been taken off the bowling; on the contrary, it was for him to inspire courage by his example, and to disconcert the bowlers in their prime by knocking them over the ropes. The match of 1867, the first of which I was a spectator, marked a turning-point in the fortunes of the game, for though it had to be left unfinished, it flattered Eton's hopes, as far as it went, and showed that the period of Harrow's marked supremacy had passed.

There was a relapse in the following year, when Thornton, after hitting Giles over the top of the pavilion, was bowled by him a few minutes later; but his hardihood had not been in vain, and in 1869 came a triumph for his successors, which was the beginning of a series of Eton victories and made "Lord's" a name as glorious in our ears as it had been a word of dread.

Big Hitting.

We hear much talk nowadays of the increasing dullness of cricket; and various proposals are made for putting the bowlers once again on an equality with the batsmen, by lessening the size of the ball, increasing that of the stumps, or revising the rule of leg before wicket.

Would not the best and the simplest remedy be this—to cultivate big hitting as what it really is, or might become, a fine art, and to have, as a matter of course, several swipers on each side, even if such policy involved the taking of greater risks. The popularity of the hitter is undoubted; and the instinct of the onlooker in this respect is perfectly sound, for the art of defence, carried to its present excess, is turning a sport into a science, a recreation for youths into a business for men, and throwing cricket more into the hands of a professional class.

Game for Youth.

For the upshot of the whole matter seems to be that cricket is essentially a game for youth, not a business for middle age. The public school and the University matches are sometimes spoken of as mere "gala days," but they are much more than that, and they have at least one great advantage in being free from the excessive modern regard for averages and records. Who, when watching a county match, has not wished that the "veterans," in spite of the greater experience they may have achieved, would transfer their energies to golf?

The Oxford and Cambridge match is, to my mind, better worth seeing than that "game of the experts," Gentlemen v. Players; and the reason is not far to seek, for cricket, though now it has been built up into a high strategy, is at root a very simple, even a child-

ish, game—viz, the running from stumps to stumps; and while it does no violence to a sense of humour to see a boy or a young man, engaged, a middle-aged man does seem rather out of place in such a pastime. "Leather-hunting," too, however heroically persevered in, does not exhibit mature proportions to the best advantage.

It says much for the abiding glories of cricket that its romantic aspects are not lost under our modern conditions, and that there is still so great a magic in the setting of the scene—the hushed expectation as the time for play approaches, the thrilling sound of the ball, the gradual clearing of the field, the slow egress of the umpires, followed in due order by the fieldsmen and the batsmen—a spectacle which seems to lack but a flourish of trumpets to make it resemble that of the lists in an ancient tournament, as in a picture out of "Ivanhoe." Such are some of the recollections awakened in an old-fashioned enthusiast by a mention of the name "Lord's."

LOCAL BASEBALL.

JAPANESE v. FILIPINOS.

This game had to be called yesterday afternoon owing to rain when the Japanese were leading by six clear runs.

Line-up:—

Japanese c.f. Bautista
Kusano c.f. Bautista
Murata 1b. Harnaer
S. Hachiuma p. Angeles
Honda s.s. Cruz
Takatomi 1f. Rull
Tajima 3b. Curreen
Koga r.f. Tecson
Yoshikawa 2b. Leonard

To-day the H.K.B.C. meet the Reereio and to-morrow the Japanese and "Tigers" (S.C.A.A.) clash.

LORD DURHAM.

Lord Durham, who is 72, is one of the best-liked men in the north of England.

He is a generous landlord. He has been a member of the Jockey Club since 1882, and is extremely popular with the Durham miners, who recognise in him a real sportsman after their own hearts.

About 20 years ago Lord Durham parted with the Lambton collieries to Lord Joicey. It was one of the biggest deals of the time.

Although Lord Durham has been racing over 50 years, he had not won a classic race till this month, when Beam won the Oaks for him in such fine style—a pleasant birthday present in advance.

Lord Durham, by the way, does not bet.

MANY HAIRDRESSERS.

MR. SEYMOUR HICKS WITH THE SCISSORS.

Wyndham's Theatre was filled with hairdressers recently to see Mr. Seymour Hicks in the part of a hairdresser in his amusing play "Mr. What's His Name?" They came from various parts of the country for the special matinee; there were hairdressers from Kent, Northamptonshire and Lincolnshire, in addition to hundreds from all parts of London.

In the play Mr. Hicks has to go through the business of dressing Miss Mary Merrall's hair, and his handling of scissors, combs, tongs, and so forth, was very critically watched.

"Very clever—but pure fake," said one of his audience after the first act. "Still, I wish I had his ways with my women customers. I should make a lot more money than I do."

Despite the heat, the theatre was full, a large number of women and girls in the hairdressing trade being present.

"A splendid audience of experts," Mr. Hicks said. "I know that the way in which I handle the tools of my trade—in the play—not above criticism, but as I explained to one kindly professional hairdresser who pointed this out to me, I have to think about dialogue as well as about pretending to dress hair."

Newspapers are, of all commodities, the most perishable.—Mr. R. J. Webber.

Where shall we find truth if the novelists give up working?—Sir Philip Gibbs.

N.Y. RUBBER EXCHANGE.

COMMISSIONS REDUCED BY 40 PER CENT.

MAKING TRADING ATTRACTIVE.

London, July 18.
The Rubber Exchange has reduced trading commissions about 40 per cent.

It is believed that the "cut" will make trading on the Exchange more attractive to the public, particularly to rubber manufacturers in the United States and producers abroad.

LONDON EXCHANGES.

	London, Yesterday.
Paris	124.05
New York	4.85 9/16
Brussels	34.92
Geneva	25.21 1/2
Amsterdam	12.11 1/4
Milan	89.25
Berlin	20.41
Stockholm	18.12 1/2
Copenhagen	18.15 1/2
Vienna	34.60
Oslo	18.80
Frankfurt	163 1/2
Helsingfors	192.70
Madrid	28.47 1/2
Lisbon	2 7/16
Athens	370
Bucharest	795
Rio	5 27/32
Buenos Aires	47 25/32
Bombay	1/5 1/4
Shanghai	2/6 1/4
Hong Kong	2/0 1/4
Yokohama	1/11 5/16
Silver Spot	25 1/2
Silver Forward	25 15/16

—British Wireless Service.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—
Bank, Wire 1/11 1/2
Bank On demand 1/11 15/16
Bank 30 days sight 2 1/4
Credits 4 months' sight 2/- 15/16
Documentary 4 months' sight 2/1 1/16

On Paris—
On demand 1235
Credits 4 months' sight 1310

On Berlin—
On demand
Credits 4 months' sight 1310

On New York—
On demand 48 1/2
Credits 60 days' sight 50

On Bombay—
Wire 133 1/4
On demand 133 1/4

On Calcutta—
Wire 133 1/4
On demand 133 1/4

On Singapore—
On demand 86 1/4

On Manila—
On demand 97 1/4

On Shanghai—
On demand nom
80 days' sight (private paper) 25 1/2

On Yokohama—
On demand 102 1/2
Gold Leaf, 100 fine (per tael) 35.70

Severals (Bank's buying rate) \$9.70
Silver (per oz.) 25 1/2

Bar Silver in Hong Kong 3 1/2 prem
Chinese Copper Cents nom
Chinese Copper Cash 6 1/2 pm.

Rate of Native Interest 7 1/2 p.a.
Silver (per oz.) 25 1/2
Hong Kong Sub. Coin par

YESTERDAY SHARE MARKET.

Stock.	Hong Kong Stock Exchange.
T.T. on London	1/11 1/2
T.T. on Shanghai	78 1/4
Bank.	
Hongkong Bank	\$1060/5 sa
do. Lon. Reg.	\$115 1/4 n
Chartered Bank	\$20 n
Mercantile Bank	\$22 n
do. C.	\$23 1/2 n
P. & O. Bank	\$23 1/2 n
East Asiatic	\$68 n
Marine Insurance.	
Canton Insurance	\$620 a
China Underwriters	\$0 eta n
North China Insurance	\$143 a
Union Insurance	\$127 1/2 n
Yangtze Insurance	\$33 b \$35 s M.
Fire Insurance.	
China Fire Insurance	\$210 b
H.K. Fire Insurance	\$600 n
Shipping.	
Douglases	\$32 b
H.K. Steamboats	\$22 s
H.K. Tugs & Lighters	\$110 n
Indo-China (Pref.)	\$30 n
Shell Transport	\$17 n
Star Forties	\$15 n
Water-boats	\$16.00 b \$16 1/4 (sa)
Refineries.	
China Sugars	\$18 s
Malayan Sugars	\$32 s
Mining.	
Benguet	\$170 b
Kallan Mining Ad.	\$45/1 b
Langkats (Combined)	\$19 n
do. (Single)	\$19 n
Shanghai Exploration	\$14 n
Shanghai Loans	\$14 n
Raubs	\$14 n
Troch Mines	\$19/3 n
Ural Caspians	\$5/ n
Docks, Wharves, Godowns &c.	
H.K. & W. Docks	\$112 1/2 b
H.K. & W. Docks	\$38 n
Hongkwa	\$147 n
New Engineering	\$5 n
Shanghai Docks	\$201 n
Land, Hotels & Bldgs.	
H.K. & S. Hotels	\$6.00 n
Hongkong Lands	\$55 1/4 b \$55 sa
Hongkong Realty	\$6 n
H.K. Territorials	\$14 n
Kumpreys Estates	\$12 1/4 n
Prince's Building	\$39 n
Rural Lands	\$14 n
Cotton Mills.	
Ewo Cottons	\$7.35 n
Oriental	\$7 1/4 n
S'hai Cottons (Old)	\$7 1/4 n
do. (new)	\$25 1/4 n
Buses, Trams, &c.	
China Buses	\$7 b
H.K. Tramways	\$20.30 b
Peak Trams (old)	\$15 s
do. (new)	\$8 n
Singapore Trams	\$11/ n
Taxis	\$1 n
Miscellaneous.	
H.K. Amusements	\$10 1/4 b
Canton Ices	\$5 n
Cements (comb.)	\$7 n
do. (old)	\$6.60 n
do. (new)	\$1 n
China Lights (comb.)	\$12.90 b 13 1/4 n
do. (old)	\$9 1/4 n
do. (new)	\$7 1/4 n
China Prov.	\$4.35/4 sa
H.K. Constructions	\$2.30 s
Dairy Farms	\$15 n
Der A. Wings	\$3 n
H.K. Electric	\$81 1/4 a T51 sa
Macao Electric	\$37 b
H.K. Ropes (old)	\$10 n
do. (new)	\$5 n
Lane, Crutwells	\$7 n
Mackintosh	\$19 1/4 n
Sinners	\$34 n
United Asbestos	\$20 n
Watsons	\$14 n
Wm. Howells	\$4 n
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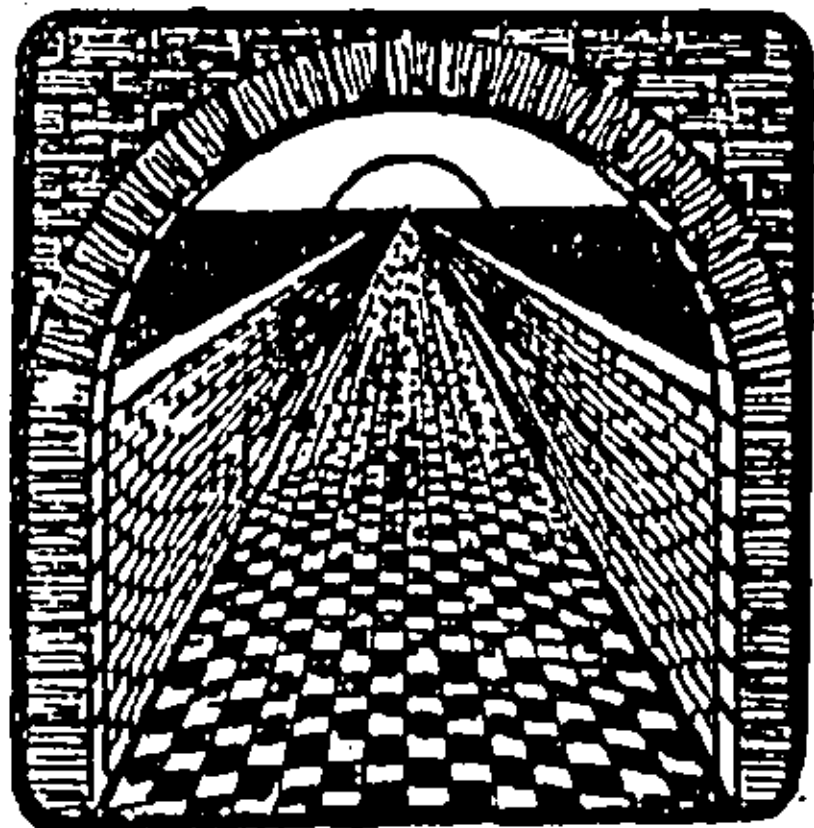
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MOTORIZING SECTION

PETROL ECONOMY.

VALUE OF SIMPLE PRECAUTIONS.

The majority of motorists would not desire to sacrifice good acceleration, hill climbing ability, and a reasonable maximum speed in order to add a few miles to the distance covered per gallon of petrol consumed, and for that reason it does not seem necessary to enter into a long discussion on carburetor tuning for economy.

It has been conclusively proved by bench tests that the petrol-air mixture which results in the maximum economy is considerably weaker than that which is normally used to give good power and acceleration. Consequently it is open to anyone to fit somewhat smaller jets in his carburetor, or to adjust the induction pipe (if one is fitted), in addition, air will leak into the cylinder during the suction stroke, past worn piston rings or inlet valve stems.

Free Running Essential.
Curious though it may seem much more can often be done to reduce petrol consumption by attending to other parts of the chassis than by tuning the carburetor. In the first place, it is essential that everything should run as freely as possible, because any part which is binding or dragging produces a resistance the overcoming of which demands a continual and entirely wasteful power output from the engine over and above that which should ordinarily be required.

Quite frequently too thick an oil is used in the gear box and in the back axle during the winter, so that, until the car has run for perhaps ten or 15 miles, this thick oil has a pronounced braking effect upon the transmission system.

Parts such as hub bearings should be kept well greased, and it is also important that the tyre pressures should be fully maintained, not simply in order to keep the covers in good condition, but also because a faulty tyre produces a greater resistance to rolling than one which is properly inflated.

The brakes also require attention to ensure that there is no rubbing; even if the shoe clearances are correct it is quite possible that one or other of the brakes is not freeing itself properly when the pedal is released, owing to lack of lubricant and consequent stiffness in the operating gear. This can best be checked by placing the hand upon each brake drum in turn after a short run in order to discover whether any one of them is running hot.

By these simple methods the rolling resistance as a whole can be materially reduced, and this has in itself quite a marked effect upon the rate at which petrol is consumed. On an ordinary macadam road in good condition the resistance to motion on the level at low speeds should not be more than 60lb. per ton, which means that the car should just roll slowly down a slope of one in 40. A car can also be tested for free running on the level by driving at a set speed and declutching when a certain landmark is reached, then allowing the car to coast until it comes to rest of itself. It is essential that the road should be level, and that there should be no wind, but as these conditions are difficult to obtain the best plan is to run two tests in opposite directions and average the results. If the speed from which the test is made is 15 miles an hour the car should travel a distance of 120 yards before coming to rest if it is really running freely.

The Engine.
Turning to the engine, there is quite a lot which can be done to reduce the amount of petrol consumed. In the first place it must be understood that most engines are overcooled; the working temperature for the highest efficiency is about 180 degrees Fahrenheit, but the majority of power units will not reach that figure even on a winter run. Herein lies the value of employing a thermostat, radiator shutters, or even the humble radiator cosy, these devices increasing the working temperature and so improving efficiency. A thermostat is particularly valuable when a car is

used for many short journeys with frequent stops, because by closing a valve it prevents the water from circulating under a thermosiphon action, when the engine is stationary, so that the power unit does not cool down nearly so rapidly as is usually the case.

It will usually be found well worth while to overhaul the ignition system making sure that the gaps of the sparking plugs and the contact breaker are not too large. To begin with, attention in this direction will make the engine easier to start on cold mornings, and so will save much of the fuel normally wasted in persistent flooding by the exasperated owner.

Any other device tending towards easy starting is also valuable from this point of view. Overhauling the ignition system will prevent uneven running caused by intermittent missing, which, of course, is another source of wasted fuel.

Air leaks in the induction system are another common cause of uneven running and it is advisable to crack them down and correct them. They are liable to occur at the carburetor flange and at the flanges of the induction pipe (if one is fitted); in addition, air will leak into the cylinder during the suction stroke, past worn piston rings or inlet valve stems.

It will be seen that, without in any way spoiling the enjoyment of motoring the driver can reduce the petrol consumption by employing a few simple precautions. So long as the engine is running steadily it will not consume fuel at more than a reasonable rate, but sudden acceleration causes gulps of petrol to be drawn from the carburetor, and temporarily produces an over-rich mixture. Consequently the driver who is in the habit of making full use of his brakes and acceleration will have a higher petrol consumption than one whose methods are less pretentious. This increase of consumption during acceleration is one of the reasons why, when driven in traffic, a car is more extravagant than when driven in the country. Incidentally quite a big saving in fuel can be effected by switching the engine off whenever the car is involved in a long traffic wait. The driver must, of course, be on the alert to start up as soon as the vehicles ahead show signs of moving forward.

Extra Air Valve.
An extra air valve is of considerable use in reducing petrol consumption if handled intelligently. As much air as possible, consistent with obtaining an adequate power output should always be admitted, and the valve can be opened wide when long downward gradients are taken with the engine being driven by the car. On many carburetors the slow running adjustment consists of a screw, which, under the influence of vibration, may move considerably from its correct setting, giving the engine an unduly rich mixture when the throttle is practically closed. This may not seem very important, but it must be remembered that for quite long periods the engine may be working on the slow running jet, as when descending long hills with top gear engaged, so that the careful setting of this adjustment will easily repay the labour involved.

CUTTING IN.

A DANGER TO BE AVOIDED.

No novice should overcome the temptation to cut in. This is a bad practice at any time, but when a driver is inexperienced it may be dangerous. It consists of pulling out so as to pass a car travelling in the same direction when, approaching from the opposite direction, there is another car that, conceivably, is travelling at a speed which will cause all three cars to pass each other when practically abreast.

Even when a road is wide this is risky, on narrow roads the oncoming driver has frequently to slow down in order to avoid a collision, the same applying to the driver who is being overtaken and who endeavours to fall back so as to permit the offender to cut in between his car and the one approaching them.

Rancid butter is an effective agent for removing spots from the finish, as are vaseline and kerosene.

THE "SMALL FOUR."

TWO SPHERES OF USEFULNESS.

At the present time manufacturers are finding two important spheres of usefulness for the "small four" engine. In the first place, such a unit is ideal for a very light sports car—there are innumerable examples, many of French origin—and, in the second place, there is a tendency to save weight and initial costs by installing the "small four" instead of the larger 1½-litre engine in moderately large light cars.

Naturally as a sports car, the tout ensemble is in every way satisfactory, the power-weight ratio being such that a surprisingly good road performance is possible. When such engines have to propel loads of anything up to a ton, however, they require to be driven with a greater degree of skill and more frequent use of the gear lever; high revs. are their saving grace. A saloon weighing over a ton and having an engine of less than 1,100 c.c. can be driven over 50 m.p.h. in top and 45 m.p.h. on the third of its four gears providing one changes down instantly when a lower gear obviously is required. Just how long such an engine can stand up to the use it is bound to receive at the hands of an owner who expects a lot, depends largely on the material used in the construction of the engine. Thanks to the strides which metallurgy has made during the past few years, much harder wearing metals are available whilst increased lightness, with added strength, has also been attained. It might be said that the "small four" owes its very existence to the advances which have been made in the laboratory of the metallurgist.

THE CARBURETTOR.

A CHILD OF RESEARCH.

Do you recall the time when you had to adjust the carburetor on your car to warm up the engine and then had to readjust it after driving a few miles? That wasn't long ago. Nowadays few owners of General Motors cars are more vaguely aware that their cars have carburetors at all.

This improvement has come about largely through research by General Motors co-operation with the car divisions and by leading carburetor makers. How was it done? And what were the difficulties to be overcome? The things that affect the performance of a carburetor are numerous, hard to discover and hard to measure. But General Motors developed apparatus to do it. One device consists of an air-tight metre box in which the carburetor is placed, a vacuum pump that sucks air through the carburetor to simulate engine conditions, a throttle control and a means of measuring simultaneously the amounts of air and gasoline that pass through the carburetor.

Such an arrangement reveals the response of a carburetor to various conditions which General Motors cars encounter in all climates and altitudes. Different proportions of air and gasoline are needed for different conditions. For economy in ordinary driving the mixture should be lean. To provide maximum power for high speed or for long hard hill climbing, it should be rich. When the engine is idling in traffic a rich mixture is necessary to ensure positive operation. Provision also must be made to supply enough fuel for quick acceleration. Thus there is a complex demand upon a carburetor, and this makes the testing plant indispensable for the study and improvement of carburetor performance.

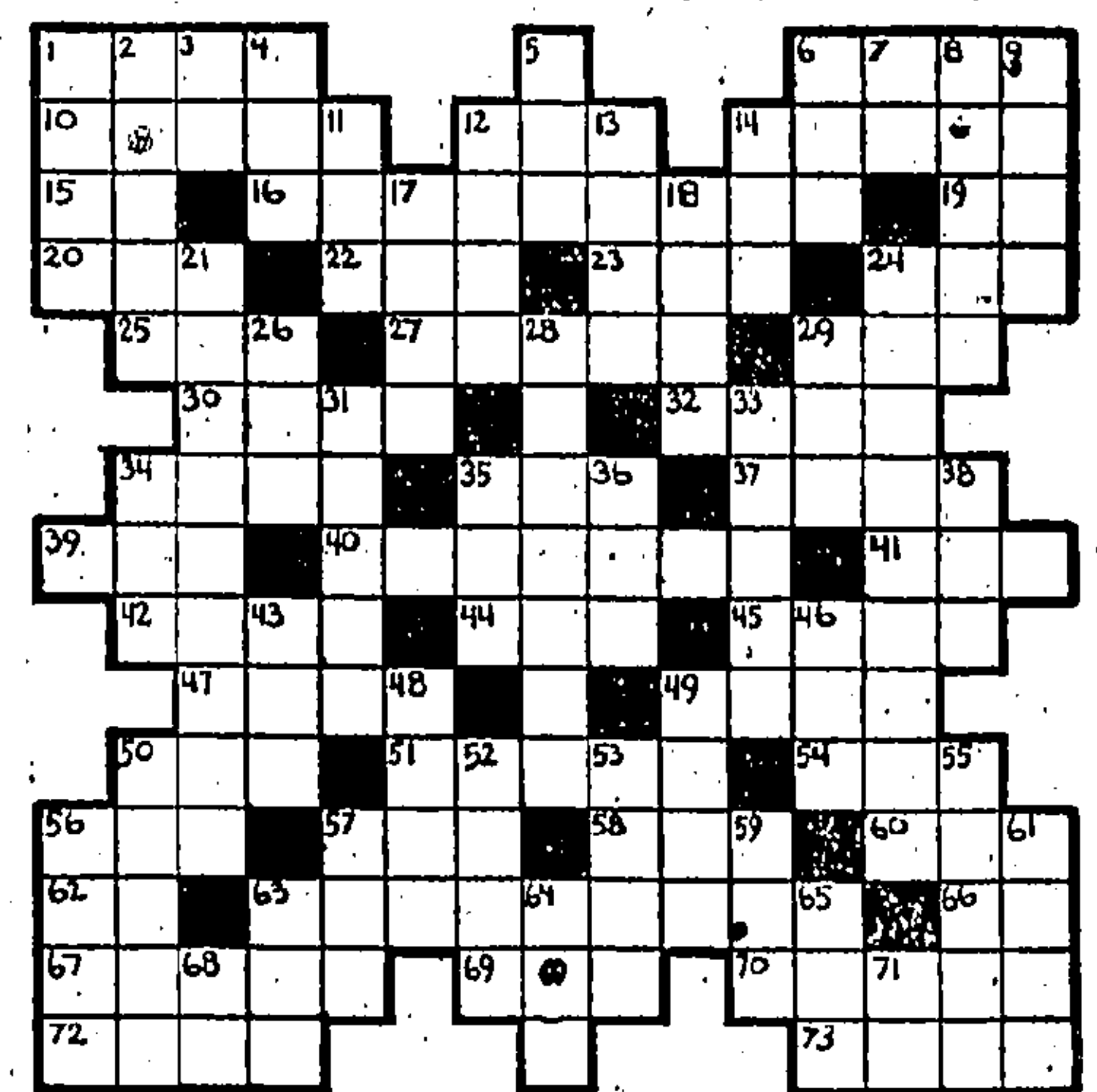
But there is another problem of tremendous importance. Even with an ideal mixture ratio each cylinder must get an equal amount of fuel. So General Motors research

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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Mirth
- 6-To expose
- 10-Parting to the nose
- 12-Prefix, Asunder
- 14-Cavalry sword
- 16-On
- 18-Skilled story teller (French)
- 19-Gills (abbr.)
- 20-Half a score
- 22-Speak
- 23-Decline of life
- 24-What woodland sprite was the inventor of the read-pipe?
- 25-A Brazilian coin
- 27-Combining form, Four
- 29-Combining form, Far
- 30-Hint
- 32-Venture
- 34-Place of control
- 35-A close relative (abbr.)
- 37-Plunge in
- 39-The (Spanish)
- 40-Mixed
- 41-Wrath
- 42-What is the first name of the British Ambassador at Washington?
- 44-Effected

HORIZONTAL (Cont.)

- 45-Tranquility
- 47-Brezy
- 49-Prefix, Chief
- 50-Ordinary (abbr.)
- 51-Girl's name
- 54-Trade tree
- 55-Pooling
- 57-551 (Roman number)
- 58-Cents (abbr.)
- 59-Further
- 62-Road (abbr.)
- 63-Tall herb of mallow family
- 65-Early English (abbr.)
- 67-Engle's neat
- 69-Likewise
- 70-Warm
- 72-Small nail
- 73-Violent blast of wind

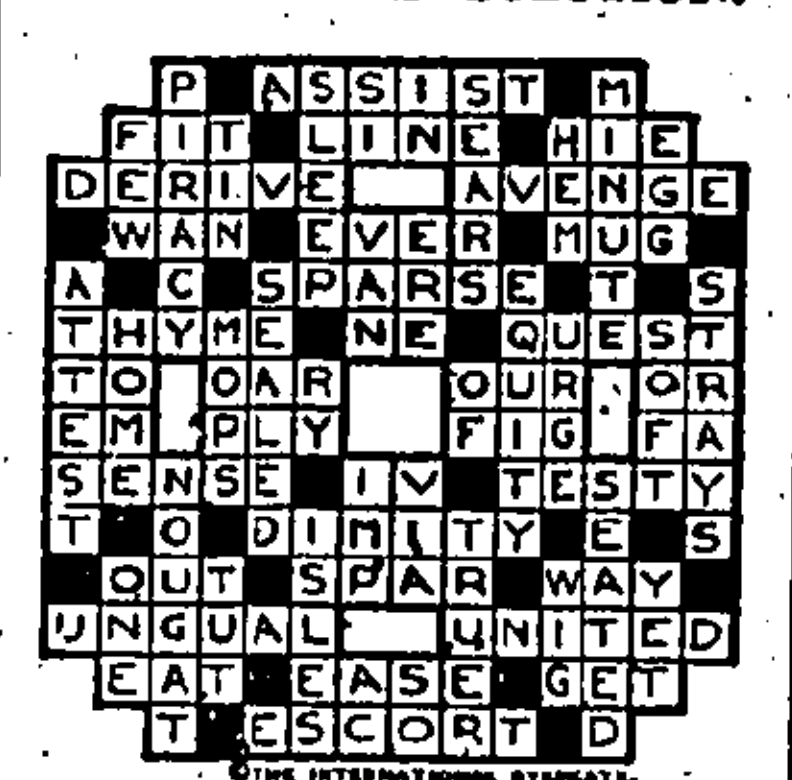
VERTICAL (Cont.)

- 12-Lavish, extreme fondness on
- 13-Heavenly body
- 14-Entreat
- 17-Sheepfold
- 18-Intestine
- 21-Essential
- 24-Fretfully
- 26-N. Cen. State of U. S. (abbr.)
- 28-Stain
- 29-Prefix, Three
- 31-A brownish color
- 33-A viper
- 34-Garden implement
- 35-Place of repose
- 36-Peculiar
- 38-Rather than
- 43-Among (post.)
- 45-Playing card
- 46-Roar
- 48-A ringing voice
- 49-Established use
- 52-Lean
- 53-Reproduce
- 55-Assembles
- 56-Ten-footed crustacean
- 57-Female rabbit
- 59-Schooner (abbr.)
- 61-Examine
- 63-Concealed
- 64-Yonder (post.)
- 65-Small barrel
- 66-An Egyptian god
- 71-Latin word for gold (abbr.)

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

laboratories developed test machines to study the liquid distribution of engines and carburetors. Generally it is assumed that the lighter parts of the fuel are equally distributed to each cylinder while the heavier portions, which remain in a liquid state, are too frequently distributed to the cylinders in varying proportions. But even this troublesome condition is daily under the scrutinizing eye of research in the laboratory. Thus, aided by special apparatus General Motors' engineers are applying their knowledge of carburetion to the continuous improvement of General Motors cars.

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BRINGING UP FATHER.

"DEMOCRACY."

The Fallacy of Individual Liberty.

SECOND LECTURE SERIES.

Sun Yat-sen on Need For Cohesion.

DISCIPLINE IN SCHOOL AND CAMP.

In the second of the further series of lectures on Democracy, the late Dr. Sun Yat-sen expounds the three watchwords of the Republic—Nationalism, Democracy and Socialism—and refers to the mistaken actions of students and others due to a misconception of the ideal of true liberty. The lecture stresses the need of discipline and loyalty both in the schools and in the camp if the nation is to emerge strong and coherent.

GROWTH OF REPUBLIC.

The second lecture is as follows: European writers in speaking of Democracy always couple it with liberty. It was liberty for which the Europeans have been struggling for the past two or three hundred years, and three ideals, Liberty, Equality and Fraternity were behind the French Revolution, corresponding to the three watchwords of our own—Nationalism, Democracy and Socialism. Let us now consider these three ideals.

A "Heap of Sand." When Revolution came to the East it brought the idea of liberty with it. To the Westerners this idea of liberty is very familiar, for they



have been fighting for it for three hundred years. But if you talk to the Chinese villager or man in the street about liberty he will not know what you mean. It is a new conception familiar only to those who have studied European political conditions. Now foreigners will tell you with one breath that the Chinese do not know what liberty is, and with the next that the Chinese are like a heap of sand. The two conceptions are in fact inconsistent with one another; the sand metaphor implies that each individual has liberty to go his own way. It is when you mix sand with concrete that it solidifies and the grains of sand lose their liberty. Now we know what liberty is: It means the freedom of individuals within a community to come and go at their pleasure and we have a word for this. So that when the foreigners allege that liberty is not understood in China and also that the Chinese are like a heap of loose sand the two statements are contradictory.

Liberty and Democracy.

Now what is this "liberty" for which the Europeans have struggled and shed their blood in the past? In the first place we find the word associated with the idea of Democracy. Democracy is a Greek word and the conception of democracy was familiar in ancient times both in Greece and Rome. With the fall of these nations the word fell out of use, but it was revived within the past two hundred years when its revival took the form of a struggle for liberty, and this conception has now reached China from Europe. If we wish to understand how it is that the idea of liberty has coloured modern European thought we must take some expression such as "prosperity" which is equally familiar in China. If you say to a Chinese "may you become rich," he understands at once what you mean. In a land where the people are so poverty-stricken as they are in China, the word "riches" calls up an image of security which all understand and desire. So to the Europeans oppressed by their ruling classes the word "liberty" took on a similar meaning. The Feudal System which sprang up with the splitting up of Europe into small states after the fall of the Roman Empire left the common people with no rights and neglected by the ruling classes except as a source of revenue. Their political sufferings were as harsh as the economic suffering of the Chinese. This explains the high value which they set on liberty two hundred years ago.

Relations With State.

In China the destruction of the Feudal System did not result in

power falling into the hands of the people. Ever since monarchy became the established system the principal object of the monarch was the preservation of his throne and the confirmation of the hereditary succession. So that popular movements which endangered his position were suppressed with vigour. On the other hand so long as the throne was not endangered the people could do what they liked without interference. The happiness or misery of the people was no concern of the Emperors. Even now after thirteen years of Republican Government, the unsettled state of the country has maintained this divorce between State and people. Looking back to Manchu times we see the Emperor associated with a hierarchy of officials but hardly concerned with the common people except as payers of taxes. This explains the low level of political intelligence in China and their indifference to the personality of their ruler. So long as they did their duty and paid taxes the people were left to fend for themselves. Thus they suffered little direct oppression but indirectly the weakness of the Government left them subject to the economic oppression of foreigners which ate up all their substance until the people were brought to their present state of destitution.

Restriction of Liberty.

The indirect form which this oppression took accounts for the lenient attitude of the Chinese towards the Emperor, just as the different form which monarchical oppression took in Europe accounts for the emphasis placed on liberty in the part of the world and their struggle for freedom of thought, speech and movement. In Europe all these have been won. But if we want an instance of restriction of movement to-day, we need only look at the example of the treatment of Chinese in the Netherlands East Indies and in French Indo-China. Java was once tributary to China and part of the Chinese Empire. Since then it has passed to the Dutch, and now if any Chinese goes there, he must allow himself to be questioned by the police and to be taken into a small room and stripped for the medical examination; have his finger prints taken and his body measured before being allowed ashore. Once ashore he must report his address: if he wants to travel he must get a travelling permit; if he wants to be out after 9 p.m. he must have a night permit and carry a light. These regulations are nothing but a relic of the old restrictions from which Europe once suffered.

Besides this there were in Europe restrictions on trades, handicrafts and beliefs. Think of the people of one district being forced to adopt the same religion whether they wanted to or not and you will understand why the doctrine of liberty met with such acclamation and why so much blood was shed in the struggle for it and why it is so revered now it has been won.

Now it is most important for us to grasp the meaning of these expressions "Democracy" and its associate "Liberty."

"Democracy's" Three Forms.

We see how it came about that Liberty was the watchword of the French Revolution and Independence of the American. But the cry of our Revolutionaries was "The three forms of Democracy," and why? Because neither "Liberty" nor "Wealth" is sufficiently far reaching to embrace the aims of our movement; but our "Three forms of Democracy" includes them both. So that when Europeans tell us that Chinese political thought and civilisation are hundreds of years behind that of Europe because we do not realise what this "Liberty" is, they are talking nonsense. We have individual liberty, or they could not compare us to a heap of loose grains of sand; and besides European thinkers now admit that the liberty of one individual must be restrained if it conflicts with the liberty of another and that liberty is not the inviolable principle it was held to be. It is possible to have too much liberty.

Students' Misconception.

Let me explain further. If you ask the ordinary man what are the chief necessities of life, he will say "food and clothes." But there is something far more indispensable: I mean the air we breathe. We take it for granted, just as we take our liberty. But once hold your breath or restrict the air and you will realise how important it is. The Europeans fought for the political

liberty of which they were starved but to the Chinese the idea means no more than does money to a savage. So those students who preach liberty are out of date. Why even in France and America, the pioneers of democracy, not everyone has liberty. Students, soldiers, civil officials and young people under twenty are all denied it. When our students got hold of the idea of liberty, there was nowhere for them to exercise it except in the schools themselves, and this has caused much trouble in the schools under the guise of "liberty." The Europeans in admitting that liberty is a limited thing cannot claim that everyone is free. But our new students have broken every bound in the name of liberty. Their view was never accepted outside so they could only exercise it in the schools but this is not true liberty.

What is Liberty?

Foreigners who do not know Chinese liberty do not realise that the Chinese have from old times enjoyed freedom, and it is not strange that the Chinese students of to-day should have forgotten this:

"Sunrise and work
Sunset and rest
Dig wells and drink
Plough fields and eat
What is the power of princes
to me?"

This old song proves that from remote times our people knew the reality of liberty even if they had no name for it.

I have explained the meaning and history of the idea of liberty with the intention of showing both that it has its good and bad sides and is not the sacred thing which Europeans once considered it, and also to show that the reality is not unknown to us Chinese. In fact it is the excess of liberty which has necessitated the Revolution in China. Therefore the Chinese Revolution has a different object in view to that of the European revolution and consequently follows a different course. It was the struggle for liberty which has disunited the Chinese people and taken away their power of resisting the political and economic oppression of foreigners. Our task in future is to destroy individual liberty and create a strong and consolidated society—a block of concrete rather than a heap of sand grains. Individual liberty not only prevails in the schools, it corrupts the Kuomintang itself. That is why the Republic has never been stable since the overthrow of the Manchus: that is why my Crusade against Yuan Shih-kai failed when he borrowed money abroad without the consent of Parliament, murdered Sung Kau-yun, and broke up the Republic. On that occasion every province wanted to act for itself, so did every general, every captain, and even every private soldier. There was enthusiasm everywhere for the revolution with no cohesion under the surface: while Yuan had his old army all loyal to him. That is what I mean when I say we want cohesion not liberty.

National Liberty.

How then do I reconcile our watchwords, Nationalism, Democracy and Socialism with the French Liberty, Equality and Fraternity? Liberty I take to mean national liberty, equality to mean the destruction of tyrants and the rule of the people that is democracy, and fraternity to be my socialistic doctrine which will make all the people happy. But liberty if it is to be national liberty demands discipline and loyalty both in the schools and in the camp. It is only by making our nation thus strong and coherent that we shall emerge from our present state of slavery to a dozen masters which has made us so much: a half colony as a sub-colony more unfortunate than the real colonies of Burma, Corea and Annam.

[The third lecture will appear in next Monday's "China Mail"]

HOUSEHOLD CAVALRY.

NEW STANDARDS FROM THE KING.

TRADITIONS OF THE "TROUPE."

The Household Brigade contains the youngest and the oldest regiments of the Army. A few weeks ago His Majesty presented new colours to the Irish Guards, the Benjamin of the Infantry, while soon he will present new standards to two of his oldest regiments, which form the Household Cavalry. At the present day the Household Cavalry consists of two regiments, the Life Guards (1st and 2nd) and the Royal House Guards (The Blues), and has its origin in the ashes of that "New Model" Army which was disbanded at the restoration of Charles II. in 1660. At that date the country longed to breathe a

reduction of units led to the amalgamation shown in the title of today. Special privileges were for long associated with the Life Guards. For many years after the Restoration none but gentlemen of good birth and education were enlisted as troopers. The place of private gentlemen was coveted by ex-officers, and hence the phrase "enlisting a captain."

The Blues bear to the Life Guards precisely the same relation as the Coldstream do to the Grenadiers, that is to say they were raised at the same time, but with an original New Model, in place of a preponderantly cavalier, personnel. The new regiment at once became a part of the Household troops, but it was not until the beginning of the nineteenth century that "it could be said to enjoy in its entirety and complexity the august rank of Household Cavalry"—to quote an official history. It had, however,



Upper photo shows a dweller in the inundated Mississippi area on the balcony of his flooded home with the few belongings he was able to save, optimistically awaiting the recession of the waters. Lower photo shows a common scene along the flooded sections of the great river.

non-military atmosphere and the maintenance of a standing army was viewed with dislike. But the fanatical outbreak of the Fifth Monarchy Men showed clearly the necessity for keeping a small permanent force for the protection of His Majesty's person.

The actual history of the present Household Cavalry dates therefore from January 26, 1661, when King Charles II. established His Majesty's own Troop of Guards, His Royal Highness the Duke of York's Troop of Guards, and His Grace the Duke of Albemarle's Troop of Guards. Of these the first named had been formed during the king's exile by his cavalier followers: the second, also a cavalier unit, had been in the Spanish service.

In 1685 the 1st and 2nd Troops were styled Life Guards of Horse, and a century later had settled down into the two regiments which remained as the 1st and 2nd Life Guards until a post-war

its attractions for gentlemen of birth and education, for no less a one than Dick Steele once rode in its ranks. In both these corps d'elite survives the old custom of preserving the title "corporal of horse" instead of sergeant.

As the Life Guards and Blues are brigaded together, or take the field as a "composite" regiment, their battle honours tally to a great extent. They fought at Dettingen in 1743 and in the Peninsula. They were in one of the finest charges at Waterloo. They did splendid service in Egypt and South Africa, and in the Great War went through everything from Mons to the armistice. In addition, the Blues display honours won under the Duke of York in 1794, the names "Beaumont" and "Willems" recalling great cavalry charges of the past.

I am not in the habit of attending cinemas.—The Bishop of Birmingham.

A NOVEL PROTEST.

LORD HOWARD DE WALDEN'S NAME.

PUBLISHERS' APOLOGY.

Lord Howard de Walden has taken exception to the use of a name in the novel "The Madonna of the Sleeping Cars," published by Messrs. T. Werner Laurie, Ltd., as a result of which the publishers have had to call in all the copies of the book issued and strike out the fictitious name which Lord Howard de Walden thinks might be regarded as referring to him. The passage in the novel reads:

"Then I will continue," said the Professor, referring once more to his paper.

"Lady Wynham's devoted admirers in chronological order have been Lord Howard de Walden, the Duc de Massignac, Secretary at the Embassy, George Wobbly, the burlesque singer, Somerset Whiffle, M.P., and Leo Tito, the dancer at the Ambassadors."

"Best Amends."

The publishers have now struck out the name "Lord Howard de Walden," and issued the following—

With reference to the passage on page 16 of our publication "The Madonna of the Sleeping Cars" it has been pointed out to us that one of the characters therein mentioned might possibly be identified as Lord Howard de Walden by reason of the unfortunate similarity in the fictitious name employed.

We desire, therefore, to take the very earliest opportunity of stating to his lordship and the public that every step possible is being taken by us to correct any false impressions which may have been produced by the unhappy choice in the name of a purely fictitious character and our publication of the same, and we trust that Lord Howard de Walden will accept this full and frank acknowledgment of our unintentional error, and this expression of our regret and apology, in the spirit in which it is offered and as the best amends it is in our power to make.

T. Werner Laurie, Ltd.

Lord Howard de Walden has approved the terms of the withdrawal announced by the publishers.

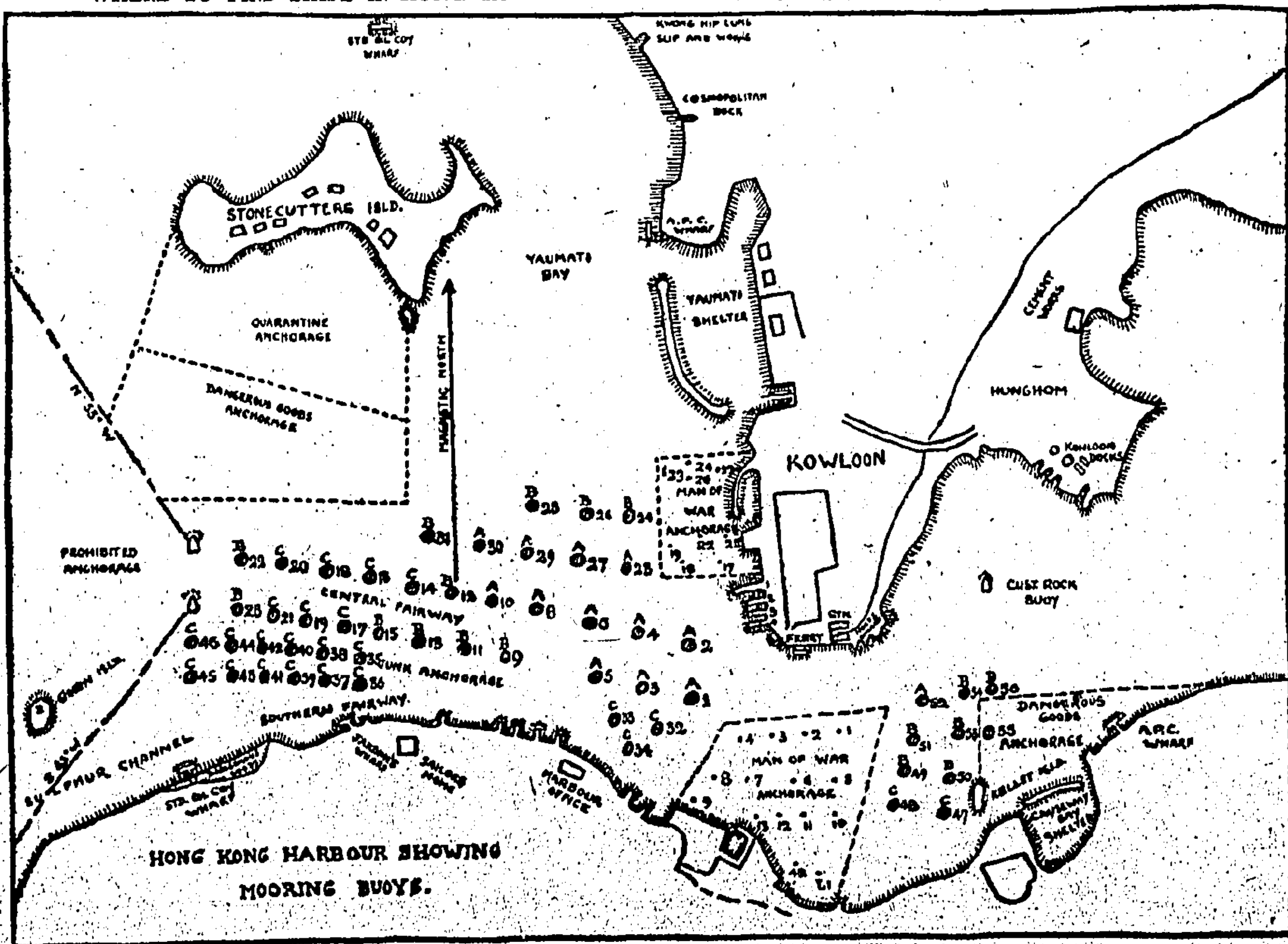
SOVIET IDEA OF TRADE.

Sir Arthur Balfour, who has just returned from the Geneva Economic Conference, told the British Engineers' Association, at a luncheon at the Hotel Cecil, how he met the Soviet Delegation there. All their speeches were propaganda, he said. The main theme of them was that you could only trade with Russia through the Government. "One of the Soviet delegates, after my reply, in which I said I could not understand why there was no one else to trade with, but the Government declared that the reason was, there was no one else in Russia whom we can trust."

This question of Bolshevism, he continued, was a serious business. It was not a laughing business, because the lies were hard to catch up.



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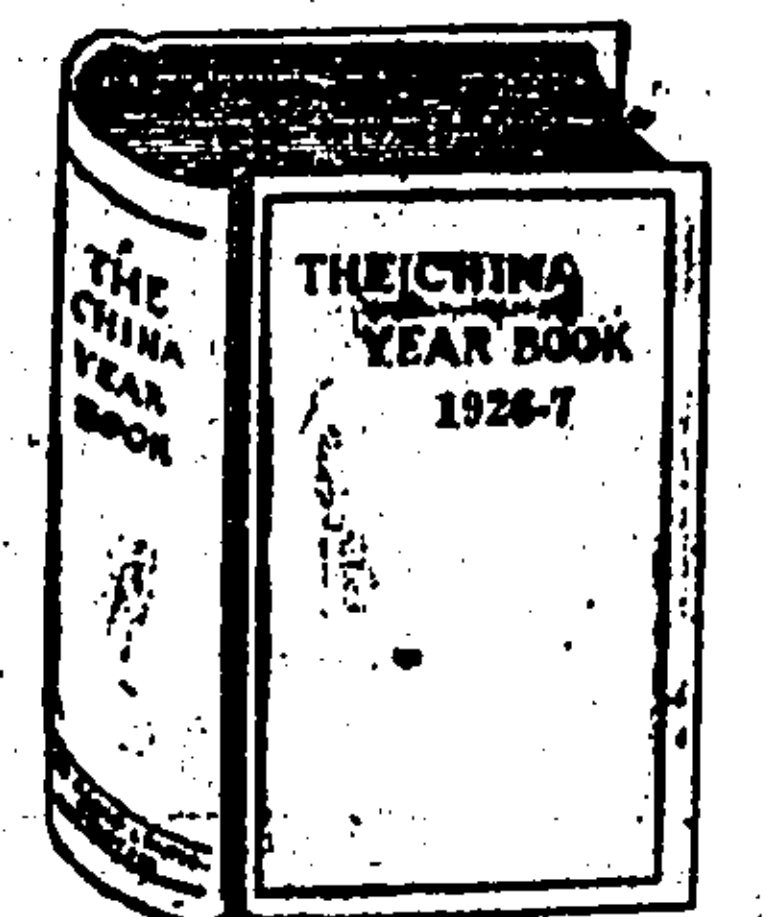
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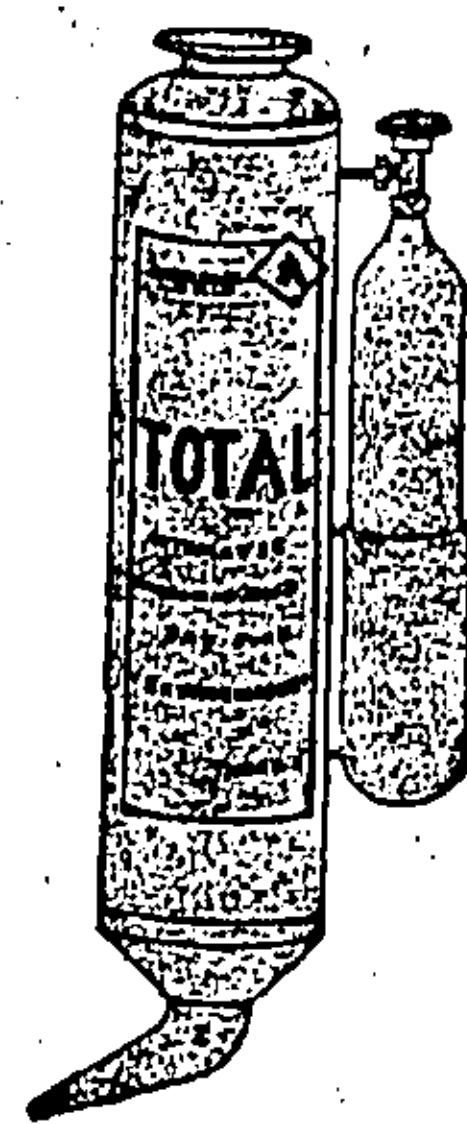
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THE FIRE EXTINGUISHER THAT
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A WEEK'S PAPERS IN ONE.

At last affairs seem to be moving quickly in China, and each day brings some fresh development the import of which can best be brought home to the folks in Great Britain through the "Overland China Mail."

Borodin, the main stalwart of Communism in China, has endeavoured in vain to win over General Chiang Kai-shek, and is now trying to woo the "Christian General."

Meanwhile, Hankow's main prop—Kiukiang—has fallen from its grasp by the local General and Chiang Kai-shek becoming reconciled. The nature of this menace is tersely told in the "Overland China Mail."

All the local happenings of the week, including the typhoon last week-end, will be found in the current issue. Why spend time writing a long letter when you can send all the news in a copy of the "Overland China Mail"?

READY TO-DAY.

Home Mail via Suez closes at 9.30 a.m. on Saturday.

SINGLE COPY 30 Cents.

[Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$15 per annum, or \$15 including postage abroad.]

"THE OVERLAND CHINA MAIL."

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TAILORING.
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Perfect fit guaranteed.
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TANG YUK, DENTIST

Successor to
the late SIEN TING,
14, D'Agallier Street.
TERMS VERY MODERATE
Consultation Free.

THE WAY THE WORLD WAGS.

Captain C. S. Howe, master of the Aberdeen Steam Navigation Company's vessel, Aberdeenian, has just completed 50 years' service afloat.

By 190 votes to 22 the Primitive Methodist Conference at Leicester adopted a report in favour of union with the Wesleyan Church.

The traffic receipts of the Suez Canal from June 4 to 10 amounted to 3,450,000f., as compared with 3,560,000f. for the corresponding period last year.

One of the largest plants in Britain for the cleaning of blast-furnace gas has just been installed at the works of the Staveley Coal and Iron Company, Chesterfield.

The question arises whether the League Council should not reconsider, in the light of Moscow's latest deeds, the attitude of Geneva towards the Government responsible for those deeds.

It is anticipated that work will soon be found for about 4,000 miners by the New Upton Colliery Company, Yorkshire. Nearly 500 new houses have already been erected, and it is expected that the new colliery will yield eventually 36,000 tons of coal per week.

A seamen's institute costing £16,000, built as a memorial to sailors who gave their lives in the war, has been opened at Sunderland.

Mr. Robert Samuel Thomas, Shelley, Wyke Green, Warwickshire, and Southampton, manufacturer, left estate of the gross value of £226,547.

At the inquest at Lowestoft on Lieut.-Colonel Edward Holt Kendrick, D.S.O., who was found shot in his locked room in an hotel in that town, a verdict of suicide whilst of unsound mind was returned.

Showing an increase of £1,043,986 over a corresponding period in 1926, the first five months of the current year, from January to May inclusive, registered for the foreign trade of Charleston the greatest increase for a like period yet recorded in the growth of the port.

The premiums collected on industrial policies during 1926 by 18 industrial assurance companies and 181 collecting societies amounted to £45,200,000, and £9,100,000 accrued as interest on investments, states the report of the Industrial Assurance Commissioner for 1926. The income from various sources was £700,000, making a total of £55,000,000.

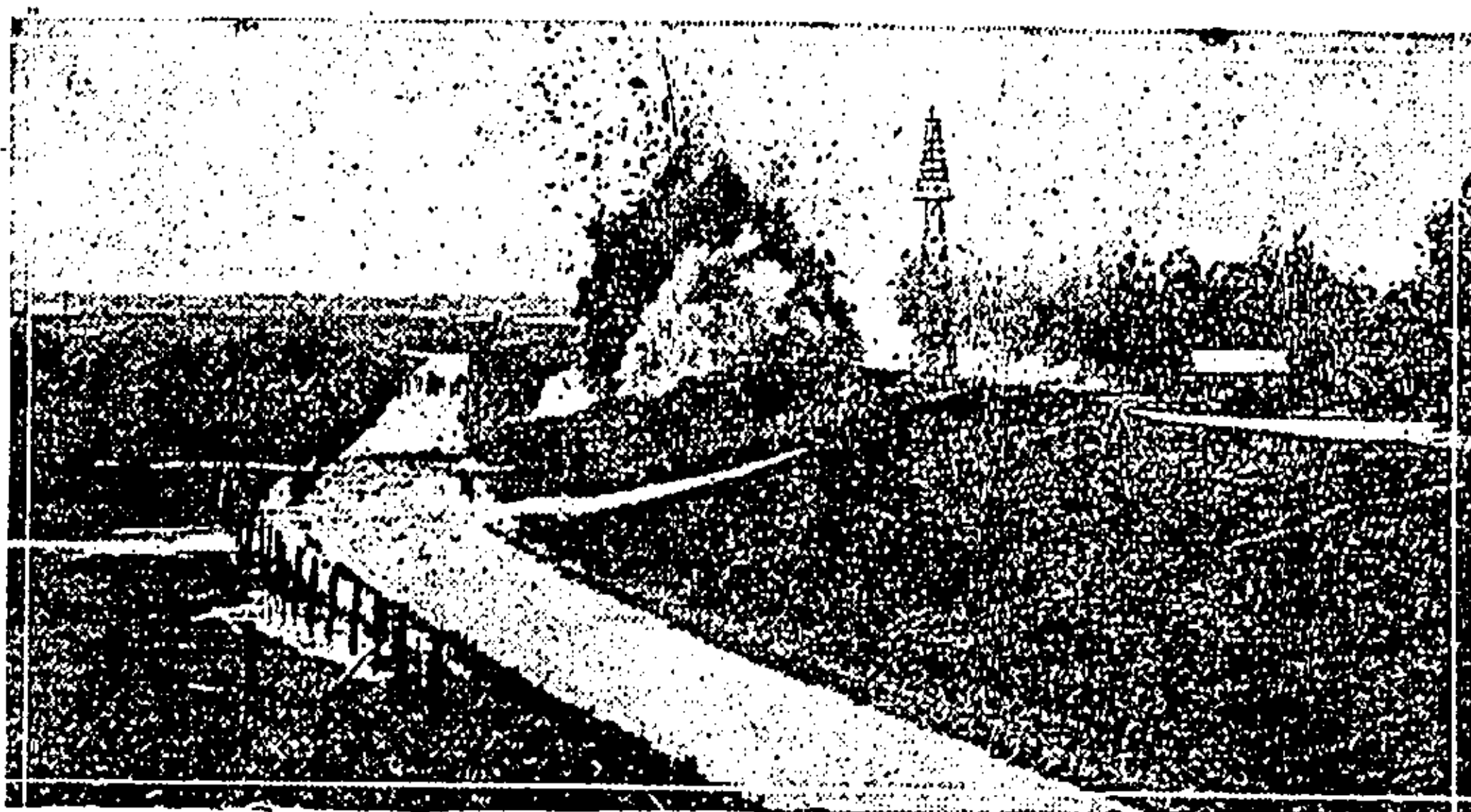
The State workshops at Walsh Island have secured a contract for the construction of a dredge which will cost approximately £21,000.

The after part of the "Turbinia," the first vessel to be driven by the steam turbine, has been presented to the South Kensington Museum.

Mr. Justice Eve has made an order for the compulsory winding up of the Lancashire and General Assurance Company on the petition of the Great West Engineering Company.

The German Government has sent a note to the Governments of Great Britain, France and Belgium concerning the completion of the destruction of the East Prussian fortifications, along with the photographs demonstrating the demolition.

The Rector of the University of Paris, M. Charlety, who was the guest of honour of the Anglo-French Luncheon Club, referred to the traditional bond of sympathy between the representatives of British and French universities. The operations of the British Institute in Paris would, he said, mark a further important stage in the centuries-old educational ties between the two countries.



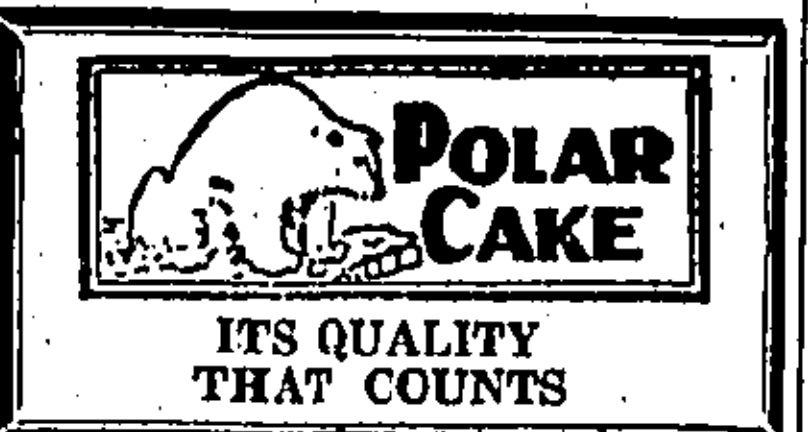
The explosion caused by the setting off of a 240 pound charge of dynamite. This third blast widened the crevasse at Poydras, releasing the flood waters and thus saving the city of New Orleans. Workmen may be seen in the road setting off the charge.

Messrs. Liversidge, Ltd., have just secured an order from the tramways department of the London County Council for a further twelve A.-L. "Pontelec" electric rail grinders. This order was placed by the L.C.C. authorities following two years' experience with this type of rail grinder.

In a luncheon address to British motion picture advertisers, Sir Landon Ronald said he had seen beautiful films ruined by the musical accompaniment. He believed that if there were great music for a great story, the "run" of that film would be trebled and quadrupled.

The Lord Chancellor has appointed the Honourable Mr. Justice Hill (chairman), Mr. John Gordon Archibald, Mr. Thomas James Barnes, C.B.E., Solicitor to the Board of Trade, Mr. Hugh Pattison Macmillan, K.C., and Sir James Martin, M.B.E., to be a committee to consider the question whether it is expedient to adopt in England a system similar to that of arrestment upon the dependence in Scottish law, and if so, by what method and subject to what safeguards arrestment should be effected.

Following on the ratification by the president of the Argentine Republic of the concession according to the Latecoere Co. the concession for the transport of mail by air between Europe and South America the Latecoere Co. is now making arrangements for inaugurating a commercial service between Europe, Dakar and South America in the early autumn. The Latecoere Line, which has Toulouse as its European terminus, at present runs as far as Dakar.



When completed the new coke and gas plant in Montreal will have an annual capacity of approximately 350,000 tons of coke, 6,500,000,000 cubic feet of gas, 3,500,000 gallons of tar, and 10,000,000 lbs. of ammonium sulphate. The plant will be erected on a 70-acre site, and will include a by-product plant for the recovery of tar and ammonium sulphate.

£147,500 is mentioned as the price in connection with arrangements which are in progress for the purchase of freehold property, formerly part of the grounds of the British Empire Exhibition, for the establishment of a great British film studio. It is claimed that it will be the largest film studio in the world, and three big feature films a week is the estimate of the possible production.

THE HONGKONG

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The Lounge and Dining Room is now open to the Public. THE KING EDWARD HOTEL BAND will play as under:

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Newly opened on 12th April.

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"PERSEUS" 28th Aug. Marseilles, London, Rotterdam & Hamburg
"THEXENOR" 31st Sept. Marseilles, London, Rotterdam & Hamburg
Call at Calcutta.

LIVERPOOL SERVICE.
"MYRMIDON" 4th Aug. Havre, Liverpool & Glasgow
"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow
"TRICER" 15th Sept. Genoa, Havre, Liverpool & Glasgow
"LYCAON" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.
via KOBE & YOKOHAMA.
"PROTEUS" 12th Aug. Victoria, Vancouver & Seattle
"TALITHA" 20th Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE.
"MENTOR" 26th Aug. New York, Boston & Baltimore
"GLAUCUS" 26th Sept. New York, Boston & Baltimore

PASSENGER SERVICE.
"ANTENOR" 24th Aug. Singapore, Marseilles & London
"HECTOR" 28th Aug. Singapore, Marseilles & London
"PERSEUS" 1st Nov. Singapore, Marseilles & London
"SARPENTON" 20th Nov. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to—
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Monday, 1st August the G.P.O. and Kowloon Branch Post Office will be open from 8 a.m. to noon and the other Branch Post Offices from 8 a.m. to 9 a.m.
There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.
The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per
Europe via Negapatam (letters only, London 30th June)	Oldenburg.
Europe via Negapatam (papers only, London 30th June)	Kum Sang.
Manila	President Madison.
Straits	Rhexenor.
MONDAY, AUGUST	1
Manila	Empress of Canada.
U.S.A. Honolulu, Japan & Shanghai	President Polk.
U.S.A. Honolulu, Japan & Shanghai	President Pierce.
FRIDAY, AUGUST	5
Shanghai	Kashgar.
SUNDAY, AUGUST	7
U.S.A. Canada, Japan & Shanghai	President Jackson.
MONDAY, AUGUST	8
Canada, U.S.A., Japan & Shanghai	Emp. of Russia.
MONDAY, AUGUST	22
Manila	Emp. of Russia.

OUTWARD MAILS.

For	Per	Time
Samshui & Wuchow	Tai Hing	4.30 p.m.
Saigon	Prosper	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Canada Maru	5 p.m.
Swatow, Amoy & Foochow	Halyang	5 p.m.
Hoihow & Pakhoi	Yan On	5 p.m.
SUNDAY, JULY	31	
Swatow, Amoy and Formosa	Hozan Maru	9 a.m.
Formosa	Oldenburg	9 a.m.
Manila	West Cayote	9 a.m.
MONDAY, AUGUST	1	
Amoy	Tjisalak	9 a.m.
Shanghai, Japan, Honolulu, U.S.A., C. & S. America, Canada & Europe via San Francisco—due San Francisco, 25th August.		
Parcels 10 a.m. Registration 11.15 a.m. Letters Noon	President Madison.	Noon
Manila	President Polk	Noon
TUESDAY, AUGUST	2	
Hoihow, Pakhoi & Hainan	Menado Maru	8.30 a.m.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 3rd Sept. K.P.O.—Registration 1 p.m. Letters 1 p.m. G.P.O.—Registration 1.45 p.m. Letters 2.30 p.m.		
Manila	Paul Lecat.	4.30 p.m.
Amoy	President Pierce	5 p.m.
Shanghai, Japan, Canada U.S.A., C. & S. America & Europe via Vancouver, B.C.—due Vancouver, B.C. 21st August and Europe via Siberia. Parcels 5 p.m. Registration (3rd Aug.) 9.15 a.m. Letters 10 a.m.	Empress of Canada.	
WEDNESDAY, AUGUST	3	
Swatow, Amoy & Formosa	Takwa Maru	8.30 a.m.

*Correspondence bearing vessel's name only.

EARL BEATTY.

Premier's Letter of Appreciation.

SERVICES TO ADMIRALTY.

Asked To Help In Imperial Defence Matters.

Rugby, yesterday. The following letter is issued, which the Premier, before leaving for Canada, addressed to Earl Beatty:

"On your relinquishment of your appointment as First Sea Lord and Chief of the Naval Staff, I wish to place on record the thanks of the Government for the valuable assistance you have rendered during the last eight years following your great service in the War.

"We all recognise that the period of retrenchment and economy which necessarily followed the War has been one of exceptional difficulty for the Admiralty, and we greatly appreciate the continuous efforts you have made to achieve these objects consistently with the essential needs of naval defence.

"As president of the Committee of Imperial Defence I wish also to thank you for the prominent part you have played in the successful inauguration of the committee of chiefs of staff and for the promotion of close co-operation between the three fighting services, to which the Government attach the greatest importance. May I express the hope that notwithstanding the completion of your term of office at the Admiralty your advice will remain at the disposal of the Committee of Imperial Defence.—British Wireless Service.

TO-NIGHT'S CONCERT.

DEPARTURE OF WELL-KNOWN ORGANISER.

SPECIAL ITEMS FEATURED.

To-night's concert for the Services at the City Hall is in the nature of a public farewell to Mrs. Costen who has so energetically thrown herself into the work of entertaining the troops stationed in Hong Kong. Her unflagging zeal and the keen interest she has shown in the welfare of the naval and military men have earned her the gratitude and personal regard of all the Service men who keenly regret her departure.

It is welcome news that the fortnightly concerts which have been arranged under Mrs. Costen's supervision are to be continued by a committee of ladies and gentlemen who are to carry on with the good work.

There are several special items in to-night's programme which will make the concert one of the best which has yet been given locally for the Service men, many of whom are themselves taking part. A "What Not" jazz party is likely to cause considerable enjoyment and speculation as to the identity of its members; members of the Amateur Dramatic Club are to give under Mr. W. A. Hannibal "The Man in the Bowler Hat" and several well known musicians and vocalists are also to take part. A most enjoyable evening's entertainment is assured.

Other Local Concerts.

Other local entertainments to-night include the 5th Promenade concert by the band, pipers, drummers and dancers of the 1st Camerons at Lee Gardens, beginning at nine o'clock. Items by a well known character dancer, and songs will add welcome variety to the programme. On Sunday, the full military band of the Queen's Royal Regiment is to give a concert at the Kowloon Dock Bathing beach, a special launch service to which will be run.

Lady Clementi has signified her intention of attending the concert.

The busiest man in the piano trade is the Official Receiver, Mr. F. B. Allen.

BOWLERS WIN.

Poor County Cricket Scoring.

JUPP AND RHODES SHINE.

Surrey and Sussex Both Score 242 Runs.

Worcestershire, at Nottingham, took first innings points from Notts.

Notts scored 124, Root taking six for 66; and 216 for eight.

Worcester made 187 (Tarbox 109), Barratt taking eight for 53.

Points for Warwick.

Warwick won on the first innings from Middlesex at Coventry.

Warwick scored 368.

Middlesex made 173, Howell



Macauley, Yorks.

taking six for 61; and, following on, 49 for two.

Hunt Bowls Well.

Glamorgan won on the first innings from Somerset at Bath.

Glamorgan scored 170 and 145 for nine declared. Hunt took six wickets for 34 and four for 37.

Somerset made 68, Mercer taking six for 25; and 104 for three.

Both Score 242.

Surrey and Sussex tied on the first innings at Brighton.

Sussex scored 242 and 349 for eight declared.

Surrey also scored 242 in the first innings, Shephard making 126; and 194 for eight.

Rain Interferes.

The Lancashire-Exeter match was spoiled by rain and does not



Rhodes, Yorks.

count in the championship calculations.

Lancs made 73 for two.

Yorks Win.

Yorkshire beat Northants at Northampton by five wickets.

Northants scored 164, Rhodes taking four for 37; and 100, Rhodes securing another four wickets for 52 runs. Macauley took five for 84.

Yorkshire made 67, Jupp taking seven for 21; and 200 for five.

Visitors Draw.

The New Zealanders drew with the West of England.

The visitors scored 280 for six and declared.

The West made 93 for nine. Rain stopped play.—Reuter.

TO MAKE HIS OWN WAY.

Explaining that he did not wish to make life too easy for his heir and grandson, Dudley Francis Alfred, Mr. Alfred Moor-Radford, of 83A, Holland Park, W., who left estate of the gross value of £141,068, with net personally £43,718, directed that his grandson shall, for the time being, be allowed only £400 a year from his estate. He stated:

"I make no further provision for my grandson, because I wish to encourage him to enter upon and follow some useful profession or business, to supplement by his own efforts the income which I have provided for him, and to lead a useful and industrious life and conduct himself as an honourable gentleman, and I fear, were I to make things too easy for him, it might be prejudicial to his character and career."

SHANGHAI RATES.

Progress Towards Compromise.

PICKETING STOPPED.

Satisfactory Settlement Is Anticipated.

Shanghai, To-day.

At a meeting of representatives of the Municipal Council and delegates of the Chinese Ratepayers Association at the Union Club yesterday, progress was made towards a compromise on the subject of the increase in rates.

A meeting of the Council this morning approved the modus vivendi arrangements which are expected to be satisfactory to both parties, but responsible officials state the time is not ripe for the announcement of the terms, as this might embarrass the negotiations. Meanwhile, there is no further picketing.—Reuter.

FLYING TO INDIA.

MORE THAN COURAGE IS REQUIRED.

It requires more than sheer courage to carry through a record aeroplane flight, says Harry Harper.

Of course the courage must be there—that three o'clock in the morning kind which survives the strain of irritations, disappointments, and delays, but allied to this dependable courage must be an inherent capacity for organisation, for taking infinite amount of trouble about everything, for seeing that every detail of a great enterprise is just as it should be.

An airman has all sorts of things done for him, naturally. But when the big decisions have to be made, when everything hinges on the problem whether to start under certain conditions or wait for some impending atmospheric change, then all his helpers and advisers have to stand aside. To fly or not to fly—that is the question. And the decision he arrives at may have in it the makings of life or death.

Old Idea.

Our old idea of the air hero was that of a temperamental being who was all ice and fire, and who could never be relied upon to do the same thing twice. But to-day we are forming a new and quite different conception of the record-breaking airman. He now has no apparent temperament at all, and certainly he cannot afford to indulge in whims or fancies. He is not a sort of eccentric acrobat. He is a trained, finely tempered athlete.

No better example of the airman-athlete could be found than our new Royal Air Force long-distance flier, Flight-Lieutenant C. R. Carr. It was he who, the other day, took into the air a great winged craft loaded with a heavier weight of fuel than any "plans" had ascended with before. And after that he flew hour after hour through daylight and dark till he had covered 8,425 miles—the longest non-stop British flight so far made.

Then suddenly at midnight, while above the Persian Gulf, he had to make a compulsory descent into shark-infested waters. He and his navigator escaped, and the type of man Carr is may be judged from the fact that immediately on his return to London his first request was that he might try for the long-distance record again.

That previous ordeal had left him quite unshaken. His one desire was to capture for Britain the coveted distance record by a non-stop flight to Karachi and perhaps beyond. And already he is on the way.

A tense war incident was dramatically recalled at a Thurocroft (Lancs) concert given by Mrs. Jessie Strathmore. When asked to sing "Ora Pro Nobis" she recalled that ten years ago she was behind the lines near Arras, at a concert at which the cinema apparatus failed. She stepped into the breach and sang 50 solos, and then told her soldier audience that she was exhausted. Some, however, pleaded for "Ora Pro Nobis" and she yielded.

QUEEN'S TO-DAY ONLY Starting Promptly at 2.30, 5.10, 7.15, 9.20



If you liked "Way Down East" and "Sally of the Sawdust" you will thoroughly enjoy "That Royle Girl."

WITH CAROL DEMPSTER W.C. FIELDS JAMES KIRKWOOD HARRISON FORD ADOLPH ZUKOR JESSE L. LARRY

D.W. GRIFFITH'S That Royle Girl

WORLD 5.15 and 9.20 only

THOMAS MEIGHAN

In

THE ALASKAN

James Oliver Curwood's Famous Story

STAR Continuous from 2.30

THE STREET OF FORGOTTEN MEN

MEN

A Romance of New York's Underworld

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